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ELECTRICAL SYSTEM
AIRBORNE
DIFFICULTIES REVIEW

GENERAL DYNAMICS

Convair Division

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ELECTRICAL SYSTEM
AIRBORNE
DIFFICULTIES REVIEW

GENERAL DYNAMICS Convair Division Issue Date: / 15 August 1966 DIFFICULTIES REVIEW ATLAS BOOSTER AIRBORNE AND GROUND SUPPORT SYSTEMS. BOOK II, GENERAL INFORMATION. ACCECSION for Volume V. Electrical System Airborne Difficulties Word Dearles 🖫 Rott Scottag [SUTE TOUTHS & AVAILABILITY SETES CONTRACT/AF94(695)-710 Approved by Chief of reliability Engineering

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BOOK II - DIFFICULTIES REVIEW - AIRBORNE CONTAINS THE FOLLOWING VOLUMES

VOLUME I AIRFRAMES

*VOLUME II ABORT SENSING AND IMPLEMENTATION SYSTEM

VOLUME III AUTOPILOT

*VOLUME IV AUXILIARY POWER SOURCE

VOLUME V ELECTRICAL

*VOLUME VI GUIDANCE

VOLUME VII HYDRAULICS

VOLUME VIII INSTRUMENTATION

VOLUME IX PNEUMATICS

VOLUME X PROPELLANT UTILIZATION

VOLUME XI PROPULSION INTERFACE

VOLUME XII PROPULSION

VOLUME XIII RANGE SAFETY COMMAND

*VOLUMES II, IV AND VI UNDER ONE COVER.

GENERAL INFORMATION

The Difficulties Review encompasses problems gathered from the factory, the field, (ETR and WTR) and UTP. The factory difficulties are limited to "selloff" and rerun composite testing.

In the UTP area, the difficulties were excerpted from Central Test Control Reports, Problem Reports, Supplementary History Sheets and Problem Review Reports.

Field problems for the Difficulties Review have been limited to captive flights, flight readiness firings, actual countdown dual propellant loading quad tanking, component reliability testing, and flight acceptance composite tests. Difficulties called out in the search for critical weakness program was not documented.

GSE problems shall be limited to ETR Complex 12. 13, 36A and 36B for the present edition Hereafter only booster difficulties shall be maintained

Failure analysis reports cover difficulties from the field and factory and may complement the information above.

The GSE Difficulties Review, Book 1 contains 14 Volumes, one volume for each system, under one cover. Each volume is appropriately indexed

The Airborne Difficulties Review, Book 2 contains 13 volumes. Each volume is under separate cover except Volumes II, IV and VI. Volumes II, IV, and VI are under one cover because of the limited material contained in each volume. All volumes are appropriately indexed.

A guide to facilitate interpretation of data in the Difficulties Review (GSE and Airborne) is part of each book or volume

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GENERAL DYNAMICS

Convair Division

Subject:

Explanatory Information For Use of Difficulties Leview (DR)

Data Tab Runs

This information has been prepared to facilitate use of the \overline{DR} . It is not intended to describe how the DR was prepared nor the scope of the existing effort.

The Difficulties Review (DR) is presented on a form compatible with automated data processing and printout.

Appearing at the top of the page (outside of blocked-in areas) is the identification of the system and whether it is Airborne or Ground Support Equipment. Appearing with this identification is the date of the document and the page number.

On the right hand side outside of the blocked area, appears the abstract number. An abstract number is assigned to each item of the Difficulty Review to facilitate traceability to the original input document.

Appearing under the major identification are clocks wherein the information on component or system difficulty is identified and explained. Attached are samples of pages coded for reference to the following definitions and explanations:

CODE EXPLANATION



This group of blocks callout sy tem, subsystem, test/report number, failed component name, difficulty (Dif) data source, and GDC mrt number l'applicable. Also called out here is the vehicle number, if applicable, and the date of difficulty.

In the same row, the <u>site</u> location, and in case of a flight, captive flight, or countdown, the time will be entered.

The block containing PRI and OTH refer to whether or not the failure is primary or a secondary failure. A secondary failure is to be interpreted as caused by another discrepancy.

The last block in this row is obvious and requires no further explanation:

- Refers to a major system of the launch vehicle.
- Refers to subsystem of a major vehicle system if applicable, (Booster, sustainer, etc).

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CODE	EXPLANATION
4	Is a report number as opposed to type of report, (UTP, Countdown, Flight, FAR, etc.).
5	Is a type of report, such as a FAR, UTP, FRF, etc.
5	Refers to a component part by name.
5 (5) (7)	Is a component piece part of the component and referred to by name, (plug, seal, wiring, diode, etc., only where applicable).
8	Is a GDC part number, if applicable.
9	Refers to a site or location at time of discrepancy on the component or vehicle system.
10	Is the vehicle on which discrepancy occurred. Vehicle number listed only if unit was installed on a vehicle at time of discrepancy.
11 (12) (13)	Is the vendor part number, if applicable.
12	Is the vendor name, if applicable.
13)	Is the failure caused by other component or other system. This item defines the failure as secondary or not secondary.
14)	Refers to the primary failure. If item is labeled no, then item (13) may appear as a yes.
	Should item (13) appear as a <u>yes</u> , then an abstract will have been written to identify the cause of failure effecting the component referred to in the Difficulty Review, 'tem 6. It should be noted that a multiple failure may be recorded in these blocks, (yes/yes), or if a failure did not occur, (no/no).
(15)	Defines the failure mode, and if identifiable, the caure is called out. A careful review of the failure mode is made to determine effect on system operation and vehicle effort.

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Defines the system effect. This effect is the result of the failure mode assigned to the component. Defines the vehicle effect. This effect is a result of the failure mode and the result of the system effect. It should be noted that corrective action may be taken whether or not the failure was confirmed. Lists the corrective action. Taken by GDC, the vendor, or both.

9 100 ****** ***** VEHICLE BITE PRI VEHOOR NAME OATE OFF VEHOOR PART NO FAILURE MOCE-OUT OF SPECIFICATION, STM 408-0430, PEAR TRANSIENT PRESSURES WERE 4100 TO 4800 PSIG, ALLOWASLE IS 4000 PSIG, ALLOWASLE IS 4000 PSIG, ALLOWASLE IS 4000 . FAILURE MODE-LEAR ENTERNAL. PUMP WAS REPORTED LEAKING AFTER HOF FIRING TEST. CASE WAS OVERPRESSURIZED CAUSING DAMAS. E TO CASE COVER SEAL. 763 VACACA 9 CORACTIVE ACTION-VENDOR REVIEWED STOCK OF O-KINGS AND INFORMED THEIR PERSONNEL OF CORRECT SEAL INSTALLATION PROCES CCARCCTIVE ACTION-DEPT 141-3 TO PERFORM BETEST ON TWO (B) ADDITIONAL UNITS FROM LOT 13, TO DETERMINE LOT ACACHTABLE TEB VICKERS NO AA-60684-R-EA AA-60684-R-EA HO VICKERS VEB AA-60684-R-EA FAILURG MOCE-LEAR EXTERMAL, B'M EGB-DB48 PAILED TO MEET CASE DRAIM LEARAGE RZBUIREMENTB OF B.8 GFM BURING PRI-LAT. This unit also failed to meet pear Transient precisure regularments, refer to ppm-4261. CORECCTIVE ACTION-NO CORRECTIVE ACTION ACCOMMENDED BINCE DANAGE OCCURRED DUE TO INADVERTENT OVERPRESSURIZATION OF PALE 8175 FAILURE MOCE-LEAR-LYTERNAL-CONTINUOUS OIL SEEPACE WAS OBSERVED DURING CHECKOUT. CAUSED BY DEFECTIVE SEAL AT PUMP PACTORY -- YES VICKERS COMVAIR COMVAIR 2 0071-01 410010 COMMECTIVE ACTION-SUBHIT ECP 7660 TO REVISE TEST REBUIREMENTS TO PRACTICAL LEVELS. DIFFICULTIES REVIEW-NYBAULIE STRIEM-AIRBOANE DIF DATA BOURCE PART MUMBER 27-00500-12 27-04546-1 87-00366-1 11-00500-1 UTP-PET GENCRAL BYNAMICS CONVAIR BIVISION TEST/REPORT NUMBER FAILED COMPONENT HANE BLV-99-10-239-F BOOSTER HTDRAULIC PUNF/SEAL MYDRAULIC PUMPZSEAL ATORAULIC PUMP 84 V- A9-1U-200F SSAISIO.S HTDRAULIC PUMP CTETER EFFECT-MONE 81816H ************ MYDRAULIC-A/B HVDRAULIC-A/B WIDSAULIC-A/B HTDRAIL 1C-A/8 MC FUMP. 1100016 80087£8 $\overline{4}$ <u>ම</u> (S) **®** (\mathcal{O}) IX GENERAL DYNAMICS CONVAIR DIVISION

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		DIFFICULTIES REVIEW-MTORAULIC STSTEM-AIRBORNE	RAULIC STSTEM-AIRBOA	75			1000 3174	
	8181EH 808-813EH	TEAT/AEFOAT NUMBER FAILED COMPONENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIP	1116 7116 017	# 5 E 2	VENDOR HANE	
	COMBECTIVE ACTION-8008	-BOOSTER HTORAULIC FILI AND BLEED PERFORMED	00					:
	MTCRAULIC-A/C	F7468877P6-WO-D1-D4C6	CCMPOBITE-PRO/DPL	1510	386	₹ ₹		4004
	FAILURE HODE-FAIL TO O	FAILURE HODE-FAIL TO OPERATE AT PRESCRIJED TIME. TEST WAS RUN WITHOUT ROOSTER HYDRAULICS BECAUSE BOODTER HPU COULD MOT DE OPERATED REHOTELT. THIS WAS HOTED DURING AUTOPILOT FINAL CHECKS.	TUN WITHOUT BOOSTER	HYDRAULICE	DECAUSE	8	TER MPU COULD	
	STSTCH EFFECT-OPERATIO	RATION DOES NOT START.						
	VEHICLE EFFECT-NOME.							
	CORRECTIVE ACTION-BUDS	COMPECTIVE ACTION-BUDSTER HPU HAND VALVE, KICROSWITCHES VS AND VS ADJUSTED TO MAKE MIPER CONTACT.	AND VS ABJUSTED TO	HARE WIPER	CONTACT			
	MTDRAULIC-4/8 doos?CR	60C/8KF83-048/01-401-00-39	PLIGHT	390	-32.9	5 ខ		:
	FAILURE HOOE-LEAK. BI UEHCE.	BI HTDRAULIC ACCUMULATOR PRESSURE KIMIBITED NO PRESSURE DIFFERENCE	ITED NO PRESSURE DIF		AING THE	91.	DURING THE OIL EVACUATION SER	
	ATSTER EFFECT-POSSIBLE RUALIC STSTER, STSTER P	BYSTEM EFFECT-POSSIBLE CONTAHINATION. ALTHOUGH THE FRILURE MODE INDICATES THE POSSIBILITY OF RUALIC STSTEM, STSTEM PERFORMANCE HAS SATISFACTORY.	MODE INDICATES THE	P033181L11		2	AIR IN THE BOOSTER HTD	
	VEHICLE EFFECT-HOME.							
	CORRECTIVE ACTION-MONE.	THE POSSIBILITY OF	CONTAMINATION WAS NOT CONFIRMED BY ANY OTHER TELEMETRY DATA.	ANY OTHER	TELEMETA	T DAT	į	
	MODATER	60C/8RF63-038/82-401-00-177	PLI6HT .	1770	13	88		
	FALLUEE MOCCOUT OF TO CO AN INITIAL MORNAL PR OCCATO TO 8720 PBIA D H.	FAILURE MODE-OUT OF TOLERANCE, BOOSTER HYD ACCUM, PRESS MEABUR, H33P AND HYD, PUMP OUTLET PRESS, MEASUR H3P IMDICAT Ed am imilial momral press, Rise But to a loner (3150 Psia) Than momral (3350 Psia) Pear at E.3 Sec. The press, Then Occarg to byed psia During Mext 1.3 Sec. Specific cause unknown But bymptomatic of umusually meavy denamo on byster H.	LBUR. M33P AND MTD. THAN MORNAL (335G P KRMONN BUT BYMPTOMAT	PUMP OUTLE 181A) PEAR 11C OF UMUS	IT PRESS. AT 8.3 SI IVALLY ME.	#548 66. 1	UR H3F IMDICAT HE PRESS. THEN EMAND ON RYSTE	
-9	C. NO ADVERSE EFFECT NO	" BYBICH CFFECT-OFCHATION: TOO LOW. BOOBTER HYDRAUKIE FREBB. LOMEN THAN MORNAL FOR A TIME PERIOD OF -8.3 BEC TO 1.8 BE C. MO ABVERSE EFFECT HOTED ON BYBIEN PERFORMANCE.	OMER THAN MORNAL FC	X A 11HC P	KA100 00	?	36 C TO 1.8 BE	
	- VEHICLE EFFECT-MONE.							
	CORRECTIVE ACTION-HOME.							
	117884% [C-4/8 60041E8	48/CZZM43-013-DA1847-/L4-7MO-61-71 COMPOSITE-PAD/DPL 87	. CO4POB TE-PR0/DPL	7107	:	ភ្ ទ		
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15 JUN 1966

	DIFFICULTIES REVIEW-EL	DIFFICULTIES REVIEW-ELECTRICAL STSTEM-AIRBORNE	× ×			
BYBTER BUB-SYBTER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE SITE	SITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B FOMER SOURCE	69C4547.2 BATTERY MAIN MISSILE	UTP-PRT 69-06309-1	116099		YARDNEY 61302	******
FALLURE MODE-MEATER D THE RF1 FILTER CIRCUI	DID MOT OFERATE AFTER TEMP VIB ALT TEST EXAMINATION REVEALED A WIRE BROKEN FROM ITS TERMINAL IN UIT, FILTRON PH FABSAB, CAUSING THE HEATER CIRCUIT TO BE OPEN EVEN WITH THERMOSTAT CLOSED.	ST EXAMINATION REVEAL ATEN CIRCUIT TO BE OF	ED A WIRE BE EN EVEN WITH	ROKEN FROM	ITS TERMINAL IN AT CLOSED.	
CORRECTIVE ACTION-VEN ELECTRICAL-A/B MOMEN SOURCE	COMFECTIVE ACTION-VENDER ADVISED VIA CARR 8184 AND REQUESTED TO TAKE CORRECTIVE ACTION FOR IMPROVEMENT OF PRODUCT. ECTRICAL-A/B LA-TNO-01-7117 COMPOSITE-FRD/DPL 7117 FALCE-4 YES MCR SOURCE MYERITA NO	TED TO TAKE CORRECTIVE COMPOSITE-PRD/DPL	E ACTION FO	OR IMPROVENCE PALCE-4 YES NO	ENT OF PRODUCT.	**************************************
FAILURE MOE-WEN ON EM MEASUREMENTS, FREGU	FAILURE MODE-WIEN ON INTERIAL POWER WITH INVERTER RUMNING OBCILLATIONS WERE NOTED ON SEVERAL ELECTRICAL AND PU SYST H MEASUREMENTS. FREQUENCY AVERAGED 22 TO 25 CPS AND AMPLITUDE WAS D.4 VOLTS ON MEASUREMENT EIDOUV.	OSCILLATIONS WERE IN	ITED ON SEVE	PAL ELECTR T E1003 V.	ICAL AND PU SYST	
STATEM EFFECT-ERRATIC OPERATION.	: OMERATION.					
WENICLE EFFECT-MONE.						
CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE MISSILE INVENTER UNS REPLACED.					
ELECTRICAL-A/B POWER SOURCE	SLV-90-14-23RF MAIN NIRBILE BATTERY	FAR 69-06309-1	71-16		YARDNEY ELECT.	90044
FAILURE HODE-OUT OF TO	TOLERANCE, MEGATIVE VOLTAGE EXCURSIONS APPEARED ON LANDLINE RECORDINGS.	S APPEARED ON LANDLIN	E RECORDING	ė		
CORRECTIVE ACTION-NOME.	E. PROBLEM HAS RESOLVED TO MAYE BEEN CAUSED FROM LANDLINE ANOMOLIES.	CAUSED FROM LANDLINE	ANOHOL 1ES.			
ELECTRICAL-A/B POWER SOURCE	BLV-88-14-235F RETROPOCKET CONTROL UNIT	FAR 68-61070-1	*16094		9/00	******
FATLURE MODE-OUT OF M	SPECIFICATION, EXCESSIVE VOLTAGE SPIRES WERE OBSERVED CAUSED BY DAMAGED CR-S DIODE.	ES WERE OBSCRIVED CAUS	ED BY DAMAG	ED CR-3 DI		
CORRECTIVE ACTION-RAR	CORRECTIVE ACTION-RAR BLV-98-14-8683 WAS INITIATED REGUESTING IMPROVED MANUFACTURING INSPECTION.	TING IMPROVED MANUFAC	TURING INSP	ECTION.		
					PA6€ 0001	
The same of the sa						

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And the second s						
3787EH 318-5787EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DATE DATE DATE DIF	SITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B POMER SOURCE	GGC4521.1 INVERTER, ROTARY	UTP-PET 7-06348-805	66 0304	A CE	YES LELAND HGE-106-18	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OPERATION WINDING HAD COME OUT	FAILURE MODE-OPERATION AFTER TEMPERATURE SMOCK PRODUCED NO AC OUTFUT ON ANY PHASE. A MEDJE MAICH FLANKS Winding had come out and was crushed between the exciter windings and the stationary generator windings.	NO AC CUIPUT CH ANY PY I VINDINGS AND THE STAT	IASE, A MEDGE TOMARY GENER	WHICH PLA	WEDJE WHICH FLANKS THE EXCITEN GENERATOR WINDINGS.	
CORFECTIVE ACTION-REPL	CORRECTIVE ACTION-REPLY TO CARR 6096 STATED NO FAILURE OF THIS TYPE IN TEN YEARS OF PRODUCTION OF SINILAR EQUIPMENT CONSIDERED RANDOM FAILURE NO CORRECTIVE DESIGN ACTION TAKEN.	JF THIS TYPE IN TEN YE/ IKEN.	RE OF PRODUC	70 PO 18	HILAR EQUIPMENT	
FLECTRICAL-A/B	574-3-64-16 INVERTER	FLIGHT	3050 AB	ABREBA-1 YES LELEAND NO	LELEAND	******
FAILURE MODE-PRIOR TO \$ 1.5 VOLTS. AT NO TIM	PAILURE MODE-PRIOR TO 123 SECONDS THEME WERE SEVERAL UNEXPLAINED SHIFTS IN PHASE A AC VOLTAGE. THE LARGEST SHIFT WA S 1.5 VOLTS: AT HO TIME WERE VOLTAGE SPECIFICATIONS VIOLATED.	XPLAINED BHIFTS IN PW. ITED.	ISE A AC VOLT	AGE. THE 1	ARCEAT SHIFT LA	
SYSTEM EFFECT-NOME.						
WENICLE EFFECT-NONE.						
CORRECTIVE ACTION-HONE	E PLANED.					
ELECTR CAL-A/B POWER SOURCE	GOC/AGU83-001-57/FC-CO-01-0071-021 COMPOSITE-FACTORY POMER SUPPLY	OZI COMPOBITE-FACTORY	7121 FA	FACTORY NO		018046
FAILURE MODE, OUT OF THROUGHOUT THE TEST ALL LYANGHETER, INTERACTING	OF SPECIFICATION. #31 (*28VDC, INTERNAL) OF MIDNEST NO.R REMAINED BELOM THE LOW CALIBRATION TRACE. AND DISPLATOD D.23 INCH +0 D.3 INCH NOISE, THIS PROBLEM WAS APPARENTLY CAUSED BY A DEFECTIVE 6A ITHE WITH THE GALVO FROM CHANNEL 18 OF THE BANE RECORDER.	IL) OF MIDNEST NO.E REI NOISE, THIS PROBLEM W 7 THE BANE RECORDER.	MINED BELOW 18 APPARENTLY	THE LOW C.	LIBRATION TRACE . A DEFECTIVE 6A	
FLI FRICAL-A/B	SLV-AS-14-E48F MAIN MISSILE INVERTER	FAR 7-06148-808	940117 FA	PACTORY	1-901-39M	••••
PAILURE MODE-CUT OF M	F SECIFICATION OCCILLATIONS MERE OBSERVED ON THE UNITS INPUT AND OUTPUT.	IVED ON THE UNITS INPU	T AND OUTPUT.			
CORRECTIVE ACTION-NOW	MOME. PAILUME UNCONTRINGO.					
					PASE 000E	

GENERAL UTNAMICS CONVAIR DIVISION

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	80438		925040				030010			,	•	
VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	YARDNEY ELECT			NG AT POMER TR IISHED TO APPRO INT ERBY: EXISE				PEAT, DURING A	-	ERY OFERATION C	YES YARDNEY NO	THE BATTERY MAS E MERIES- CONME
BITE PRI			YES ON	IPB STARTI ILLY DIMIN PEASUREME PROBLEM.			YES NO	FERY VOLTA		I OF BATTE	ž Đ	14 AFTER 1
			9 5	GRADUA GRADUA METRY THIS			I	IL BATT STED. C		36 4 t	ž	CIRCUI
	89-0071- 14 360115	LPARTS.	651210 #51210	LATIONS OF STOP. TELE OF CAUSING			7105 651203	CH EXTERNO	TEST8.	ONNEL VITI NTS.	11116	D AN OPEN
DIF DATA BOURCE PART HUMBER	FAR 69-06506-1	TE CEMENTING OF CELL	COMPOSITE-FRD/DPL	EV, EXHIBITED COCIL! (PEAK-TO-PEAK) AMPL HNED UNTIL COMIT: ERIER IS SUSPECTED		FLIGHT.	COUNTDOWN E7-06359-605	TERY LOAD TEST A HI VOLTS AFTER 5 SECON TION LIMITS OF 28.0	ING DIFFERENT LOAD	& PROBLEM. FURNISH FIELD PERS TURE SIMILAR INCIDE	TAR 69-06508-1	REPORTEDLY INDICATE RESULTED PROM INTE
TEST/REPORT NUMBER FAILED COMPONENT NAME	SLV-80-14-231F MAIN HISSILE BATTERY	FAILURE MODE-LEAR OME CELL DEVELOPED A LEAR FROM INADEGUATE CEMENTING OF CELLPARTS. Corrective action-vendor will use improved Pa-18 CEMENT.	BE-4NO-02-85 INVENTER	FAILURE MOSE-ERRATIC OPERATION. LANDLINE MEASURENENT ELOZBY, EXHIBITED OBCILLATIONS OF 3.5 CPS STARTING AT POMER TR ANSFER TO INTERNAL, THESE OSCILLATIONS STARTED AT 1.8 VDC (PEAK-TD-PEAK) AMPLITUDE AND GRADUALLY DIMINISHED TO APPRO KIMATELY 0.1 VDC BY POMER TRANSFER TO 6.0 SECONDS AND CONTINKED UNTIL COMMIT STOP, TELEMETRY MEASUREMENT ERBY, EXHIB ITED SIMILAR DATA, ALTHOUGH MOT GUITE AS APPARENT, THE INVERTER IS SUSPECTED OF CAUSING THIS PROBLEM.		CORRECTIVE ACTION-THE INVERTER WILL BE REPLACED PRIOR TO FLIGHT.	CO/ABXF64-055L4-701-00-7105 MAIN VEHICLE BATTERY	FAILURE MODE-FAIL DURING CYERATION - DURING 20 SECOND BATTERY LOAD TEST A HIGH EXTERNAL BATTERY VOLTAGE (34.14 VOLTS S) AND AN UNUSUAL BATTERY VOLTAGE DECAY UNDER LOAD (30.39 VOLTS AFTER 3 SECONDS) MAS NOTED, DID NOT REPEAT, DURING A T MEPEAT OF THE LOAD TEST ALL YALUES MERE WITHIN SPECIFICATION LIMITS OF 28.0 TO 30.4 VOLTS.	BYSTEM EFFECT-ERRATIC OPERATION - VOLTAGE LEVELS VARY DURING DIFFERENT LOAD TESTS.	VEHICLE EFFECT-WOME - NO HOLDS MERE CALLED BECAUSE OF THIS PROBLEM. CORPECTIVE ACTION-REPLACE BATTERY TO INCREASE CONFIDENCE. FURMISH FIELD PERSONNEL WITH A SET OF BATTERY OPERATION HAVES SO AS THEY MIGHT MANE INFO TO PROPERLY DEPOSITION FUTURE SIMILAR INCIDENTS.	SLV-80-14-248-F HAIN MISSILE BATTERY/THERMOSTAT	FAILURE MOSE-ELECTRICAL OPEN. THE SATTERY HEATER CIRCUIT REPORTEDLY INDICATED AN OPEN CIRCUIT AFTER THE BATTERY MAS STORED AT ZERO DECREES FAHRENHEIT. HEATER CIRCUIT FAILURE RESULTED FROM INTERMITTENT OPERATION OF THE SERIES- CONME TED THERMOSTATS.
SYBTEN BUB-SYBTEN	ELECTRICAL-A/B POMER SOURCE	FAILURE MODE-LEAK OME CI	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-ERRATIC OFF ANSFER TO INTERNAL. THESI KIMATELY O.1 VOC BY POMEI ITED SIMILAR DATA, ALTHON	SYSTEM EFFECT-MOME.	CORRECTIVE ACTION-THE II	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-FAIL DURIM 8) AND AN UNUSUAL BATTER' T NEPEAT OF THE LOAD TEST	SYSTEM EFFECT-ERRATIC ON	VEHICLE EFFECT-WONE - NA CORRECTIVE ACTION-REPLAY LINVES SO AS THEY MIGHT MA	ELECTRICAL-A/B POWER BOUNCE	FAILURE MODE-ELECTRICAL STORED AT ZERO DECREES P CTED THERMOSTATS.

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PRI VENDOR NAME	OF RELIABILITY ACTION REPORT (RAR BLY-BD-14-3) BATTERY THERMOSTATS.	T TES EAGLE PICHER NO GAP-4185	NTION 0.3 6 SOURE PE NO TO BE COMPLETELY D OM. FAILURE MAS DUE T	STALLATION, VENDOR NO BUENT CRDERS.	T YES EAGLE PITCHER NO GAP-4183	OF HTG HOLE TO OUTER TITVELY. (SHOULD BE D	(MINUS) .010 CHANGED TO 1.0 (YES EAGLE PICHER NO 6AP-4183	TER OF HTE HOLE TO O	.010 CHA:4ED TO 1.0	ž č	LOWING RE-CHARGING.
811E 11ME D	110N RE	FACTORY	CVIBRAS FOUR	ERY IN	FACTORY	CENTER 1 RESPEC	11 NUS)	FACTORY	THE CEL	IMI MUS)	7.	18 T & T E
VEHICLE SITE DATE DIF TIME DIF	ABILITY ACT	651007	TITUDE TESI BRACKETS N DEQUATE PEN	HE WELDS OF	630913	CATING THE		\$10059	N LOCATING	(שרת) פע	7110 650904	CURRED DU
DIF DATA SOURCE PART NUMBER		UTP-PRT 69-06302-1	M, TEMPERATURE, AL REBATTERY MOLANTING HONED EVIDENCE OF A	LEST SAMPLES OF T	UTP-PRT 69-06302-1	IT THE DIMENSION LO TO BE 0.976 AND 0	1-01MENSION 1,000	C7P-E77	IODUCT THE DIMENSION COIND TO BE 0.050 AI	1. DIMENSION 1,000	COMPOSITE-PRD/DPL	ALTAGE HIGH PAULT OF
TEST/REPORT NUMBER FAILED COMPONENT NAME		89C4633.1 Batter-17.8VDC 320 AMPERE-GAG	FAILURE MODE-STRUCTURAL, FOLLOWING THE 3RD AXIS OF VIBRATION, TEMPERATUME, ALTITUDE TEST (VIBRATION 0.3 6 SQUARE PE R CPS. TEMPERATURE TO DEGREES F, ALTITUDE 1 MM HG) ONE OF THE BATTERY MOUNTING BRACKETS WAS FOUND TO BE COMPLETELY D STACHED FROM THE BATTERY, ONLY E TO 3 OF THE 8 SPOT NELDS SHONED EVIDENCE OF ADEQUATE PENETRATION, FAILURE WAS DUE T	E DOCCO A CLAME O PROGRE REDUNDANI RESINATAL ON ONO PARRING BATTERY INSTALLATION, VITHE CONTAINER VENOUR WILL PERFORM PULL TEST SAMPLES OF THE WELDS ON SUBSEQUENT ORDERS.	69C4633.1 Battert-17.3VDC3EG AMPERE-GAO	TOLERANCE. DURING EXANIMATION OF PRODUCT THE DIMENSION LOCATING THE CENTER OF MTG HOLE TO OUTER MAS MEASURED ON TWO SMECINENS AND FOUND TO BE 0.876 AND 0.835 INCHES RESPECTIVELY. (SHOULD BE 0	CORRECTIVE ACTION-SPECIFICATION 69-08302 REVISED AS FOLLOMS-DIMENSION 1,000 (PLUS) OR LUS) OR (MINUS) .1.	8971ERY-17.8VDC 3ED AMTRE-OAG	TOLENANCE. DURING EXANIMATION OF THE PRODUCT THE DINENSION LOCATING THE CENTER OF WIS HOLE TO (RET MAS HEASURED ON TWO BPECINENS AND FOUND TO BE D.DSD AND D.988 INCHES RESPECTIVELY. (SHOULD 18.)	CORECTIVE ACTION-SPECIFICATION 68-06302 REVISED AS FOLLOWS. DIMENSION 1,000 (PLUS) OR (MIMUS) PLUS) OR (MIMUS)	60C/ZZH69-029-DA1060-/L4-7MO-01-71 COMPOSITE-PRD/DPL 10 MAIN MIBBILE BATTERY	FAILURE MODE-FAIL DURING OPERATION. MAIM MISSILE BATTERY VOLTAGE HIGH FAULT OCCURRED DURING THE PIRST COMMIT, THE H 6m VOLTAGE FAULT HAS BEEM ATTRIBUTED TO INBUFFICIENT PRE-LOAD DURING THE BATTERY LOAD TESTS FOLLOWING RE-CHARGING. PAGE DODG
STATES SUB- STREET	CORRECTIVE ACTION-FAILURE WAS NOT CONFIRMED.	ELECTRICAL-A/B	FAILURE MODE-STRUCTURAL. R CPS. TEMPERATURE TO DEGREE ETACHED FROM THE BATTERY. O MANUFACTURING DEFECT.	TIFIED OF FAILURE AND THE	ELECTRICAL.A/B	FAILURE MODE-OUT OF TOLER EDGE OF NTG BRACKET WAS M .89 TO).OI INCHES).	CORRECTIVE ACTION-SPECIFIC	ELECTRICAL-A/B	FAILURE MODE-OUT OF TOLER. UTER EDGE OF HIG BRACKET WAS BE 0.89 TO 1.01 INCHES.)	COARECTIVE ACTION-SPECIFIC	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-FAIL DURING O

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TOPERATION TO MIGH. TOPERATION TO MIGH. TOPERATION TO OFGENER AT MELCED BY A SIMULATOR CABLE FOR THE REMAINDER OF THE TEST. FALLED TO OFGENER AT MELCEISED TIME. DIGINES AND APS MENT RED ON LAUNCH ANALYS! PAMEL. TOPERATION STORS PREMATURELY. CT-COMPOSITE DELAYED. CT-COMPOSITE AND RESULPS ANTER WAS A YES. CLD. SALY-BS-LIA-BEEP PORTE SALTERY WAS A YES. CLD. SALY-BS-LIA-BEEP PORTE SALTERY MAIN HISSILE BATTERY WAS A YES. CLD. SALY-BS-LIA-BEEP RECOMMENDING CLOSE ADMENDENCE TO BATTERY MANDLING PROCEDURES 89-887DS, BOOM 1 B WESTORS OF THE MESTION TOO LOM- WENICLE DROOPED 1.8 WOLTS TO BY, B WALTS BESIMMING AT VECO AND CONTINUIN THE ME-CHITRY VEHICLE POMER CINCUIT AT VECO. CT-COMPOSITE DELAYED. CT-COMPOSITE DELAYED. SALVED DELAY WENICLE DROOPED 1.8 WOLTS TO BY, B WALTS BESIMMING AT VECO AND CONTINUIN	SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	11 TE	THE VENDOR PART NO	
CITCH-INE BATTERT WAS REPLACED BY A SIMILATOR CABLE FOR THE REMAINDER OF THE TEST. BE-AND-03-41 BATTERY BATTERY BATTERY SOURS BATTERY SOURCE BATTERY CCOMPOSITE—FROUDR. SID BE YES BATTERY CC-COMPOSITE DELATED. CT-COMPOSITE DELATED. CT-COMPOSITE DELATED. CT-COMPOSITE DELATED. CT-COMPOSITE DELATED. CT-COMPOSITE AT PRESCRIBED TIME. A FORER TRANSFER FAILT RESULTED IN COMIT STOP. CT-COMPOSITE AT PRESCRIBED TIME. A FORER TRANSFER FAILT RESULTED IN COMIT STOP. CT-COMUL PROPELLANT COMIT SCHEMELY. (COMIT SCHEMEC). CT-COMUL PROPELLANT COMIT SCHEMELY. (COMIT SCHEMECE). CT-COMUL PROPELLANT COMIT SCHEMELY. (COMIT SCHEMECE). CT-COMUL PROPELLANT COMIT SCHEMELY. (COMIT SCHEMECE). CT-COMUL PROPELLANT COMIT SCHEMELY. CT-COMUL PROPELLANT COMIT SCHEMELY. CT-COMUL PROPELLANT COMIT SCHEMELY. G-COMPOSITE AT THE SCHEMELY. CT-COMUL PROPELLANT COMIT SCHEMELY. G-COMPOSITE AT THE SCHEME AT YES. CAD. G-COMPOSITE AT THE SCHEME AT YES. G-COMPOSITE AT THE SCHEME AT YES. G-COMPOSITE AT THE THE THE THE AT YES. G-COMPOSITE AT THE THE THE THE THE THE THE THE THE TH	SYSTEM EFFECT-OPERATION	10 HIGH.	mananananananan da manananananananananananananananananana				*****
CITCH-ING BATTERY WAS REPLACED BY A SIMPLATOR CABLE FOR THE REMAINDER OF THE TEST. BE-140-03-61 BATTERY -FAILED TO OPERATE AT PRESCRIBED TIME. EMBINES AND APS WENT RED ON LAUNCH ANALYST PANEL. CTCOM-BATTERY REPLACED. SALV-BO-LA-SEP RECOMBENIES BATTERY WAS CLOSS BATTERY THAT WAS DISCURRED AND DRIVE BY AN EXTERNAL POMER BATTERY THAT WAS DISCURRED AND DRIVE BY AN EXTERNAL POMER BATTERY THAT WAS DISCURRED AND DRIVE BY AND CTCOMP WENTER BATTERY THAT WAS DISCURRED BY BOOK 1 B SESSON BY BOOK BY BEST DRIVE BY BOOK BY BY BY BOOK BY	WEHICLE EFFECT-COMPOSITY	E DELAYED.					
BATTERY BATTERY FALLED TO OPERATE AT MESCRIBED TIME. DIGINES AND APS WENT RED ON LAUNCH ANALYST PANEL. T-OPERATION STORY REMATURELY. CT-COMPOSITE FOLKED. CT-COMPOSITE CATED. CT-COMPOSITE FOLKED. AND MAIN MISSILE BATTERY WAS 4 YAS. CLD. SALV MOCK FACTORY TES VARDET FOLKET. SA	CORRECTIVE ACTION-THE B	ATTERY WAS REPLACED BY A SIMULATOR	CABLE FOR THE REHASS	DER OF THE TI	.183		
TOPERATION STORES PREMATURELY. CT-COMPOSITE DELAYED. CT-COMPOSITE DELAYED. CT-COMPOSITE PROBATE AT PRESCRIBED TIME. A POWER TRANSFER PAILT RESULTED IN COMIT STOP. FAIL TO OFFIRE AT PRESCRIBED TIME. A POWER TRANSFER PAILT RESULTED IN COMIT STOP. FOR TOO OFFIRE AT PRESCRIBED TIME. A POWER TRANSFER PAILT RESULTED IN COMIT STOP. FOR TOO OFFIRE AT PRESCRIBED TIME. A POWER TRANSFER PAILT RESULTED IN COMIT STOP. FOR TOO OFFIRE AT PRESCRIBED TIME. A POWER TRANSFER PAILT RESULTED IN COMIT STOP. FOR TOO OFFIRE AT PRESCRIBED TIME. A POWER TRANSFER PAILT RESULTED IN COMIT STOP. CTO-OUR PROPELLANT LONDING COMPOSITE DELAYED. CTO-OUR PROPELLANT LONDING COMPOSITE DELAYED. CTO-OUR PROPELLANT LONDING COMPOSITE DELAYED. CTO-OUR PROPELLANT HAS A YAS, CLD. SLY-99-14-22PP MAIN HISSIER STORY BY AN EXIEND PROCEDURES 89-88-88-88-88-98-98-98-98-98-98-98-98-9	ECTRICAL-A/B	BE-4MO-03-61 BATTERY	COHOGITE-FRD/DPL	:		8 Q	***************************************
CTICH-BATTERY REPLACED. CTICH-BATTERY REPLACED. CTICH-BATTERY REPLACED. FALL TO OPERATE AT PRESCRIBED TIME. A POMEN TRANSFER FALLT RESULTED IN COMMIT STOP. FALL TO OPERATE AT PRESCRIBED TIME. A POMEN TRANSFER FALLT RESULTED IN COMMIT STOP. T-OPERATION SIOPS PREMATURELY. (COMMIT SEGUENCE). CTICH-REPLACED BATTERY. NOTE-THIS BATTERY WAS 4 YRS. CLD. SLY-89-14-222P MAIN MISSILE BATTERY CTICH-REPLACED BATTERY. NOTE-THIS BATTERY WAS 4 YRS. CLD. SLY-89-14-222P MAIN MISSILE BATTERY CTICH-RAM BLY-89-14-222P MAIN MISSILE BATTERY SG-04309-1 SG-04308-1 SG-04308	FAILURE MODE-FAILED TO	OPERATE AT PRESCRIBED TIME. ENGINE	S AND APS NENT RED OF	LAUNCH ANAL	TBT PAN	•	
CTION-BATTERY REPLACED. EXTERNAL CONFOSTITE FRANCES GOOD TO STREET FRANCES FALL TRESULTED IN COMMIT STOP. T-OPERATION STOPS PREMATURELY. (COMMIT SEQUENCE). CTION-REPLACED BATTERY. NOTE-THIS BATTERY WAS 4 YRS. CLD. SLY-SD-14-222F MAIN HISSILE BATTERY WAS 4 YRS. CLD. SLY-SD-14-222F MAIN HISSILE BATTERY WAS 4 YRS. CLD. SLY-SD-14-327F SLY-SD-1	SYSTEM EFFECT-OPERATION	STOPS PREMATURELY.					
CTION-BATTENT REPLACED. BE-440-02-81 COMPOSITE-FRD/DR. 61D BE-440-02-81 BE-440-02-	VEHICLE EFFECT-COMPOSIT	IE DELAYED.					-
BE-4NO-02-61 BE-4NO-02-61 BATTERY -FAIL TO OPERATE AT PRESCRIBED TIME. A FOMER TRANSFER FAILT RESULTED IN COMMIT STOP. T-OPERATION STOPS PRENATURELY. (COMMIT SEQUENCE). CT-OUAL PROPELLANT LOADING COMPOSITE DELAYED. CT-OUAL PROPELLANT LOADING COMPOSITE DELAYED. CT-OUAL PROPELLANT LOADING COMPOSITE DELAYED. CT-OH-REPLACED BATTERY. NOTE-THIS BATTERY WAS 4 YAS. CLD. SLV-99-14-242P MAIN HISSILE BATTERY AS-00-14-242P MAIN HISSILE BATTERY AS-00-14-242P MAIN HISSILE BATTERY AS-00-14-3479 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3879 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3879 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3679 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3679 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3679 RECOMMENDING CLOSE ADMERENCE TO BATTERY WANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3679 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3679 RECOMMENDING CLOSE ADMERENCE TO BATTERY WANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RAR SLY-99-14-3679 RECOMMENDING CLOSE ADMERENCE TO BATTERY WANDLING PROCEDURES 69-9270S. BOOK 1 B CTION-RANDLING CLOSE ADMERTER PROCEDURE BESIMMING AT VECO AND CONTINUIN	CORRECTIVE ACTION-BATTE	CRY REPLACED.					
T-OPERATE AT PRESCRIBED TIME, A POMEN TRANSFER FAULT RESULTED IN COMMIT STOP. T-OPERATION STOPS PREMATURELY. (COMMIT SEQUENCE). CT-OUAL PROFELLANT LOADING COMPOSITE DELAYED. SALV-59-14-542P MAIN MISSILE BATTERY MAIN MISSILE BATTERY SALV-59-14-542P MAIN MISSILE BATTERY SALV-59-14-542P MAIN MISSILE BATTERY SALV-59-14-542P SALV-59-14-542P MAIN MISSILE BATTERY SALV-59-14-542P SALV-50-14-542P SAL	ECTRICAL-A/B MER SOURCE	B2-4MO-02-61 6ATTERY	COMPOSITE-PROVOM	818		YES VARONEY NO	20110
T-OPERATION SIOPS PREMATURELY. (COMMIT SEQUENCE). CT-OUAL PROPELLANT LOADING COMPOSITE DELAYED. CT-OUAL PROPELLANT LOADING COMPOSITE DELAYED. CTION-REPLACED BATTERY MAS 4 YRS. OLD. SLV-99-14-E42P MAIN HISSILE BATTERY WAS 4 YRS. OLD. SLV-99-14-E42P MAIN HISSILE BATTERY WAS 4 YRS. OLD. SLV-99-14-E42P MAIN HISSILE BATTERY WAS DATTERY WAS DISCHARGED AND DRIVE BY AN EXTERNAL POWER BOARCE. STORM-RAR BLY-99-14-3875 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 89-92705, BOOK 1 B ERSONWEL. SOC/BRF85-033/B1-401-00-165 FLIGHT 1830 B-1 NO SOC/BRF85-033/B1-401-00-165 FLIGHT 1830 B-1 NO SOC/BRF85-033/B1-401-00-165 FLIGHT 1870. -SHORT (ELECT.). SHORT WITHIN THE RE-ENTRY VEHICLE POWER CIRCUIT AT VECO. T-OPERATION TOO LOW, VEHICLE DC VOLTAGE DROPPED 1.6 VOLTS TO B7.6 VOLTS BESINNING AT VECO AND CONTINUING		ERATE AT PRESCRIBED TIME. A POWER	TRANSFER FAULT RESUL	IED IN COMIT			
CT-DUAL PROFELLANT LOADING COMPOSITE DELAYED. CTICH-REPLACED BATTERY. NOTE-THIS BATTERY WAS 4 YRS. CLD. SLY-89-14-242P MAIN HISSILE BATTERY 69-06399-1 69-0613 -OUT OF SPECIFICATION. INDIVIDUAL CELL REVERSAL. INDICATIONS WERE BATTERY THAT WAS DISCHAREED AND DRIVE BY AN EXTERNAL POWER SOUNCE. CTION-RAR BLY-89-14-3875 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-82705. BOOK 1 B CRION-RAL. 60C/BRF69-035/81-401-00-183 FLIGHT 1830 8-1 NO 630604 280 NO 1-OPERATION TOO LOM. WEMICLE DE VOLTAGE DROPPED 1.6 VOLTS TO 27.8 VOLTS BESIMMING AT VECO AND CONTINUIN 1-OPERATION TOO LOM. WEMICLE DE VOLTAGE DROPPED 1.6 VOLTS TO 27.8 VOLTS BESIMMING AT VECO AND CONTINUIN	SYSTEM EFFECT-OPERATION	4 STOPS PREMATURELY. (COMMIT SEQUEN	KE) .				
CTION-REPLACED BATTERY. NOTE-THIS BATTERY WAS 4 YRS. OLD. SLV-99-14-242P HAIN HISSILE BATTERY 69-0430B-1 6950813 -OUT OF SPECIFICATION. INDIVIDUAL CELL REVERSAL. INDICATIONS WERE BATTERY THAT MAS DISCHARGED AND DRIVE BY AN EXTERNAL POWER BOUNCE. CTION-RAR BLY-99-14-3875 RECOMMENDING CLOSE ADMERENCE TO BATTERY MANDLING PROCEDURES 69-9270B. BOOK 1 B GASOWELL. 60C/BKF65-035/B1-401-00-163 FLIGHT 183D B-1 NO 650604 END NO 650605	WEMICLE EFFECT-BUAL PRO	PELLANT LOADING COMPOSITE BELAYED.					
SLY-99-14-242P MAIN MISSILE BATTERY 49-04309-1 UP NO 69-04309-1 UP NO 69-04309-1 UP NO 69-04309-1 69-04309-1 69-04309-1 69-04309-1 69-04309-1 69-04309-1 69-04309-1 69-04309-1 69-04308-1 69-0	CORRECTIVE ACTION-REPLA	ACED BATTERY. NOTE-THIS BATTERY WAS	4 YRS. OLD.				
FAILURE WODE-OUT OF SPECIFICATION. INDIVIDUAL CELL REVERSAL. INDICATIONS WERE BATTERY THAT WAS DISCHARGED AND DRIVE IN REVERSE BY AN EXTERNAL POWER BOUNCE. COGRECTIVE ACTION-RAR BLY-99-14-3875 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 69-92705. BOOK 1 B COCHIZANT PERSONNEL. GETRICAL-A/B GETRICAL-A/B GEOCHARAT PERSONNEL. GETRICAL-A/B GEOCHARAT PERSONNEL. GETRICAL-A/B GEOCHARATION THE RE-ENTRY VEHICLE POWER CIRCUIT AT VECO. FAILURE MODE-SHORT (ELECT.). SHORT WITHIN THE RE-ENTRY VEHICLE POWER CIRCUIT AT VECO. FAILURE WODE-SHORT (ELECT.). SHORT WITHIN THE RE-ENTRY VEHICLE POWER CIRCUIT AT VECO.	ECTRICAL-A/B	SLV-89-14-242P Maim Missile Battery	FAR 69-06309-1	SLV MOCK FA UP 65D813	CTORY	YES YARDMEY ELECT.	***************************************
COCRECTIVE ACTION-RAR BLY-99-14-3875 RECOMMENDING CLOSE ADMERENCE TO BATTERY HANDLING PROCEDURES 89-92705; BOOK 1 B COCHIZANT PERSONNEL. ECTRICAL-A/B SOC/BKF65-035/B1-401-00-183 FLIGHT 183D B-1 NO 650604 280 NO FAILURE HODE-SHORT (ELECT.). SHORT WITHIN THE RE-ENTRY VEHICLE POWER CIRCUIT AT VECO. SYSTEM EFFECT-OPERATION TOO LOW. VEHICLE DE VOLTS TO 27.8 VOLTS BESIMMING AT VECO AND CONTINUIN	FAILURE MODE-OUT OF SPE I IM REVERSE BY AN EXTEI	ECIFICATION. INDIVIDUAL CELL REVERS RHAL POWER SOURCE.	IAL. INDICATIONS WERE	BATTERY THAT	*	SCHARGED AND DRIVE	
ECTRICAL-A/B 6DC/BRF65-035/B1-401-00-153 PLIGHT 163D B-1 NO 650604 250 NO 650604 250 NO FAILURE MODE-SHORT (ELECT.). SHORT WITHIN THE RE-ENTRY VEHICLE POWER CIRCUIT AT VECO. 8751EN EPFECT-OPERATION TOO LOW. VEHICLE DROPPED 1.6 VOLTS TO 27.8 VOLTS BEGINNING AT VECO AND CONTINUIN	CORRECTIVE ACTION-RAR I	BLY-88-14-3475 RECOMMENDING CLOSE	IDHERENCE TO BATTERY	HANDLING PROC	EDUMES	-	
FAILURE MODE-SMORT (ELECT.). SMORT WITHIN THE RE-ENTRY VEHICLE POMER CIRCUIT AT VECO. SYSTEM EPFECT-OPERATION TOO LOW. WEHICLE DC VOLTAGE DROPPED 1.8 VOLTS TO 27.8 VOLTS BESIMMING AT VECO AND CONTINUIN	ECTRICAL-A/B	60C/8KP65-035/81-401-00-188	FLIGHT	7	÷ 0	22	
SYSTEM EFFECT-OPERATION TOO LOW. WEMICLE DC WOLTAGE DROPPED 1.6 WOLTS TO 87.8 WOLTS BESIMING AT WECO AND CONTINUIN		ECT.). SHORT WITHIN THE RE-ENTRY M	HICLE POMER CIRCUIT	AT VECO. '			
PAGE 0003	SYSTEM EFFECT-OPERATION	N TOO LOW. WENTCLE DC WOLTAGE DROP!	40 1.6 VOLTS TO 27.8	VOLTS BESTH	¥ 4	VECO AND CONTINUIN	
						PAGE DOOS	77

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3157EH 316-4151EP	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$17E	# 0	VENDOR NAME	
6 FOR EL.6 JECONDS.			-				10076
VEHICLE EFFECT-COMANDS	VEHICLE EFFECT-COMMANDS NOT RECEIVED. RE-ENTRY VEHICLE DID NOT BEPARATE.	D NOT BEPARATE.					
CORRECTIVE ACTION-NONE.							~
ELECTRICAL-A/B POWER SOURCE	MSCAPELSEB/P68-CO-03-DAC6	COMPOSITE-J FACT	151D 6507E8	916	F 5		801108
FAILURE MODE-OUT OF SPEC	SPECIFICATION. BATTERY OPEN CIRCUIT VOLTAGE WAS MEASURED AS 20.0. CURRENT REDLINE 30.0.	OLTAGE WAS HEABURED A	18 29.6. CI	ARENT RE	DLINE	.0.0	
SYSTEM EFFECT-LOSS OF REI	OF REDUNDANCY.						 -
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-REGUES	CORRECTIVE ACTION-REQUESTING REDLINE CHANGE TO 29.0 VOLTS.	•					
ELECTRICAL-A/B POMER SOURCE	GO/CAEU83-001-41/PC-CO-01-0033-002 COMPUBITE-FACTORY INVERTER	OR COMPUSTIE-FACTORY	5502 850716		88		77000
FAILURE MODE-FAIL TO OPEI EXPECTED VOLTAGE INCREASE	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, DIRECTLINE RECORDING FOR VEHICLE EXTERMAL 20 VDC DID MOT RECOND AN EXPECTED VOLTAGE IMCREASE DURING INVERTER ACTIVATION, THIS DISCREPANCY WAS CAUSED BY A SHCRT IN THE AGE.	NE RECORDING FOR VEHI S DISCREPANCY WAS CAL	CLE EXTERN	ML EN VD	7 010	MOT RECOND AN	
SYSTEM EFFECT-NONE.							
WHICLE EFFECT-COMPOSITE	OBITE RE-SCHEDULED.						
CORRECTIVE ACTION-CORREC	CORRECTIVE ACTION-CORRECTED DISCREPANT AGE CONDITION (BHORT).	A7).					
ELECTRICAL-A/B POWER SOURCE	BRTTERT-MAIN MIBBILE	UTP-PRT 89-06309-1	.09069	5/09	1 0	YES YARDNEY NO 6130E	67 608 7
FAILURE MODE-EXTERNAL LEAK, DURING THE MO. 10. INVESTIGATION PEWEALED THAT THE	FAILURE MODE-EXTERNAL LEAK. DURING THE PRESSURE LEAK CMECK PRIOR TO MANUAL ACTIVATION, A LEAK WAS DETECTED IN CELL 10. 18. INVESTIGATION PEVEALED THAT THE LEAK MAS DUE TO INPROPER BONDING BETHEEN THE CELL CASE AND LID.	PRESSURE LEAR CHECK PRICH TO MANUAL ACTIVATION, A LEAR WAS DETE. Lear was due to improper bonding between the cell case and lib,	TVATION, I	CASE AN	10 FE	ECTED IN CELL '	
CORRECTIVE ACTION-VEHOOR BJECT TO A PRESSURE LEAK I ECT OF THIS TYPE WILL BE	CORRECTIVE ACTION-VENDOR TO INCORPORATE PRESSURE CHECK OF CELLS AT VALVES GREATER THAN 9 PSIG. ALL BATTERIES ARE SU JECT TO A PRESSURE LEAK TEST PRIOR TO ACTIVATION PER PROCEDURE 60-82705 BOOK 1 (NTR), BOOK 2 (ETR), THEREFORE A DEF CT OF THIS TYPE WILL BE DETECTED PRIOR TO BATTERY ACTIVATION AND HENCE PRIOR TO INSTALLATION ON THE VEHICLE.	CELLS AT VALVES GREATED BOOK STON AND HENCE PRIOR 1	ATER THAN 9 PSIG. ALL I 1 (WTR), BOOK 2 (ETR), TO INSTALLATION ON THE	Pale. A	45.4	ATTERIES ARE SU THEREFORE A DEF VEHICLE.	
					l	PASE DODS	

GENERAL DYNAMICS CONVAIR DIVISION

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#31674 #31674 #31674	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SCURCE	VEHICLE BI	TIME DIF OTH	PRI VENDOR NAME OTH VENDOR PART NO	
FONER SOURCE	85-4MO-01-46 8A17ERY	COMPOST TE-FRO/DPL	880 85 6505£1	13 S	YES EAGLE-PICHER HO	
FAILURE MODE-OUT OF TOLE! THE YEHICLE MAIN BATTERY.	TOLERANCE. THE APS BATTERY LIGHT ON THE LAP ILLUMINATED RED DUE TO LOM OPEN CIRCUIT VOLTAGE.	HE LAP ILLUMINATED RE	D DUE TO LOW O	NEW CIT	CULT VOLTAGE OF	
SYSTEM EFFECT-OFERATION TOO LOW.	10N TOO LOM.					·····
WEHICLE EFFECT-MOME.						
CORRECTIVE ACTION-TR	CORRECTIVE ACTION-TRAINING DPL SMITCH ACTIVATED.					
ELECTRICAL-A/B POWER SOURCE	3i, V-e0-1 4-23 7F	FAR 69-06509-1	850521 WTR	<u> </u>	YES YANDNEY ELECT. MO	000000
FAILURE HODE-LEAK, E	EXTERNAL. LOSS OF ELECTROLITE FROM BATTERY CELL AND RESULTANT DAMAGE TO SURROUNDING SURFACES.	TERY CELL AND RESULTA	NT DAMAGE TO :	LURROUNE	ING SURFACES.	
CORRECTIVE ACTION-RAI	IAR SLV-20-14-367E RECOMMENDING VENDOR IMPROVE JREA QUALITY CONTROL.	IMPROVE AREA QUALITY	CCMTROL.			
ELECTRICAL-A/B	39C4394 BATTERY-RSC/TLM	UTF-PRT 68-06508-1	6 50517 6 0/C		YES WHITTAKER NO EDDSS4	1000
AILURE MODE-ELECTRI 5. THE INVENTION DEGREES F. 50 DEGREE CORRECTIVE ACTION-MO	DURING THE 12 DAY RIETURED THAT THE REJIML CLOSING TEM ATTERY HEATER CIRCL	ACTIVATED STAND TEST, THE BATTERY HEATER STOPPED OPERATING, FOLLOW! PROBLEM MAS A RESUL" OF THE TEST CHAMBER BEING CLOSER TO 3D THAN 4D PERATURE FOR THE LOW TEMPERATURE THERMOSTAT, JIT IS CHECKED PER IAT PROCEDURES AND SITE PROCEDURES PRIOR TO ACTIV	ERY HEATER STO ST CHANBER BE: E THE MOSTATA	PPED OF	ERATING, FOLLOW! LR TO 3D THAN 4D S PRIOR TO ACTIV	·
ATION AND INSTALLATION	ON ON THE VEHICLE.		giosanas pagagas, anada qajibi cabanibes			
ELECTRICAL-A/B POWER SOURCE	SLY-BO-14-RUOF MAIN MISSILE BATTERY	# 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	850418 FACTORY		YES YARDNEY ELECT NO	03080
FAILURE MODE-OUT OF SATTERY MOMITOR CIRCI	TOLERANCE. EXCESSIVE HOISE CAUSED BATTERY REJECT. HIGH NOISE CONTENT WAS FOUND IN THE LAND LINE ICUIT. FAILURE AMALYSIS FOUND MINON BATTERY CASE CRACIS ATTRIBUTED TO EXTENDED BATTERY HEATER-ON	TERY REJECT, HTGH NOI Tery case cracis attr	SE CONTENT MA.	FOUND PROTED BY	IN THE LAND LINE TTERY HEATER-ON	
CORRECTIVE ACTION-BA	IATTERT NOISE MAS UNCOMPIRHED IN FAILURE ANALYSIS. RAR SLV-SD-14-387D RECOMMENDED THE REVISION OF I TO REDUCE IME BATTERY HEATER WARM-UP ON TIME.	IE AMALYSIS. RAR SLV-I OM TIME.	D-14-3670 REC	3 GN 3 MIX	THE REVISION OF	·
					PASE DOST	
resident de la company de la c				-		1

GENERAL UTNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBURNE

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3131EN \$UB-3731EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE GATE DIF		9 1 1 0 0 1 H	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
ELECTRICAL-A/B POWER SOURCE	69C3IR6.4 BATTERT-RBC/7LM	UTP-PRT	650407	5/09	ž Š	TARDNET 6100J	01000
FAILURE MODE-OUT OF TOLE TER APPLICATION OF THE LO TES. INVESTIGATION REVEAL	F TOLERANCE, DURING PRI TEST CYCLE E, THE OUTPU THE LOAD AT A DISCHARGE CURRENT OF 1.2 AMS. TH REVEALED THAT A LOMER PRELOAD RATE IS REQUIRED.	E, THE OUTPUT VOLTAGE WAS ABOVE 3D VOLTS FOR OVER E MINUTES AF 1.2. AMNS, THE SPECIMEN HAD BEEN PRELOADED AT S AMPS FOR S MINU 18 REQUIRED.	ABOVE SO	VOLTS FO	R OVE	OVER E MINUTES AF S AMPS FOR S MINU	
CORRECTIVE ACTION-THE BA	CORRECTIVE ACTION-THE BATTERY HANDLING PROCEDURES (89-92705 BOCKS 1 AND 2) WERE REVISED TO REFLECT A PRELOAD RATE 1.2 AMPS FOR 29 HIMUTES. THE ABOVE PRELOAD RATE WAS SUCCESSFULLY DEMONSTRATED.	DS BOCKS 1 AND 2) WER	E REVISED	TO REFLE	۲ ۲	PRELOAD RATE O	
ELECTRICAL-A/B POWER SOURCE	60/C-BKF63-DE7/B1-402-00-123	COUNTDOAN	150D 650406	ī	¥ 0		****
FAILURE MODE-OUT OF SPEC	SPECIFICATION. A LOW VOLTAGE FAULT WAS INDICATED BY THE 6SE COMPARATOR.	B INDICATED BY THE GI	E COMPARA	ĭœ.			
BYSTEH EFFECT-OPERATION	SYSTEM EFFECT-OPERATION TOO LOW. MAIN MISSILE BATTERY VOLTAGE MAS LOW.	TAGE MAS LOW.					
WEHICLE EFFECT-COUNTDOMN DELAYED	H DELAYED.						
CORRECTIVE ACTION-REPLAC	CORRECTIVE ACTION-REPLACED BATTERY AND GENERATED CLC 46319 TO RESET COMPARATOR LIMITS	D TO RESET COMPARATOR	LIMITS.				
ELECTRICAL-A/B POMER SOURCE	GDC/BKF85-028/L4-701-00-7401 BATTERY	COUNTDOWN 69-06309-1	7401	£-4 -\$600	ž č	YES YARDIALY	• • • • • • • • • • • • • • • • • • •
FAILURE MODE-LEAK-EXTERN TERNAL CIRCUITRY.	XTCRMAL. LEAK IN HO. 1 CELL PLASTIC CASE ALLONED ELECTROLYTE TO ENTER BATTERY CASE AND DAMAGE IN	SE ALLONED ELECTROLYT	E TO ENTE	R BATTERY	28.5	AND DAMAGE IN	
SYSTEM EFFECT-ERRATIC OF CLATE CANE INTO CONTACT N	IC OPERATION, THE BATTERY OPEN- CIRCUIT VOLTAGE EXHIBITED HEBATIVE EXCURBIONS (8-SVOC) AS ELECTR ACT WITH VARIOUS ELECTRICAL POTEMIIALS WITHIN BATTERY CASE.	T VOLTAGE EXHIBITED P WITHIN BATTERY CASE.	ESATIVE E	KCUR 8 1 OM	5	VOC) AB ELECTR	
VEHICLE EFFECT-MOME, BATTERY REPLACED DURING M UNIDOMN CLOCK, NO HOLD CALLED FOR THIS PROBLEN,	VEHICLE EFFECT-MOME. BATTERY REPLACED DURING MOLD CALLED BY AIRFORCE TO ALLOW TASK ACCOMPLISHMENT TO CATCH UP TO CO WIDOWN CLOCK. NO HOLD CALLED FOR THIS PROBLEN.	BY AIRFORCE TO ALLOW	TABR ACCO	APL I BUIE	5	CATCH UP TO GO	
CORRECTIVE ACTION-BATTE SO SECONDS WITHOUT ELECT BELOW FOD ANGIENT PRIOR PROCEDURES FOUND.	COMRECTIVE ACTION-BATTRY ACTIVATION PROCEDURE 66-98705 BKS REVISED TO LIMIT APPLICATION OF BATTERY HEATER POMER TO SO SECONDS WITHOUT ELECTROLYTE IN CELLS, PROCEDURE 66-98705 BKS REVISED TO ELIMINATE EXPOSURE OF BATTERIES TO TEMPS BELOW FOO AMBIENT PRIOR TO LAUNCH, BATTERY CELL MECRE TO BE AMMERIED, NO DETRIMENTAL BATTERY ACTIVATION AND HANDLIN PROCEDURES FOUND.	KI REVISED TO LIMIT / 35 BKI REVISED :3 ELI BE AMMERLED, NO DETRI	PPLICATIO HINATE EX HENTAL BA	N OF BATT	ERY 1 8477 1 VATI	TON OF BATTERY HEATER POWER TO EXPOSURE OF BATTERIES TO TEMPS BATTERY ACTIVATION AND MANDLIN	
ELECTRICAL-A/B POWER BOURCE	BLV-80-14-255F Main Misbile Battery	FAR 69-06309-1	7401 650403	K 7.8	1 2	YES YARDMEY ELECT. MO	
PAILURE MODE-ELECTRICAL	ICAL OPEN CIRCUIT FRON LONS OF ELECTROLYTE.	.476.					
						PASE DODS	

CONVAIR DIVISION

15 JUN 1868

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14 KE	VENDO		RACKE RACKE INTO		TO CASE. ELECTROLI CELL PROP		THE C	ELECTROLIT. CELL PROFE	
VENDOR NAME VENDOR PART NO	XTENSIVE	YARDNEY 61302	S MEN TH 17 MERE C 18 TO COME	YES GARDNEY NO 61302	FOR ELEC	YES YARDNEY NO GLOGS	ORTED TO	FOR ELECT THE CELL	
0 1 H	2	₽ ₽	VOLT PET PET CELL	£ 5	7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	5 Q	A SC.	30.5	
317E 71#E DIF	XEDURES	3/03	EXAMINED EXAMINED INTERY SP	5/03	ALSO PRO	5/03	CAPS. THE	LSO PROV	
VEHICLE DATE DIF	INDLING PRO	\$30318	TAGE DROP! CELL MAB TING THE B.	650318	HEN MAS FO IN THE YE I CC AND NAY TEND	650316	THE SPECIMEN WAS FOUND TO BE SHORTED TO THE C HOLE IN THE VENT CAPS. THE ELECTROLITE RAN OV THE CELLS TO THE SATTERY CASE.	AY TEND 7	
DIF DATA SOURCE	PGRADING OF BATTERY HA	UTF-SLT 69-06309-1	TION, THE SPECIMEN VOL. SHORTED TO CASE. EACH IN YOLTS).	UTP-PRT 69-06309-1	E VBRATION, THE SPECI LEARING FRON THE HOLE ROLITE IN EACH CELL BY FREE ELECTROLITE THAY	UTP-FRT 69-06008-1	NE VIBRATION, THE SPEC LITE PROM THE HOLE IN CIROLITE PROM THE CELL	ROLITE IN EACH CELL BY REE ELECTROLITE THAT H	
TEST/REPORT NUMBER FAILED COMPONENT NAME	SLY-90-14-3669 RECOMMENDING GD/C UPGRADING OF BATTERY HANDLING PROCEDURES AND EXTENSIVE VENDO	BOCSIPA.A BATTERT-MAIN MISSILE	FAILURE MODE-LEAK INTERNAL. DURING SLT RANDOM/SINE VIBRATION, THE SPECIMEN VOLTAGE DROPPED TO 25 VOLTS WHEN THE 4U WE LOAD WAS APPLIED. INVESTIGATION SHOWED THE CELLS WERE, SHORTED TO CASE, EACH CELL WAS EXAMINED AND 17 WERE CRACKE, 3 OF WHICH LEAKED ELECTROLITE. TWO CELLS WERE DEAD (ZERO VOLTS). CORRECTIVE ACTION-MONE, PROBLEM ATTRIBUTED TO TEST PIXTURE DISCREPANCY PERHITTING THE BATTERY SPECIMEN TO COME INTO PHYSICAL CONTACT WITH THE VIBRATION FIXTURE, THIS RESULTED IN A HAMMERING EFFECT CAUSING BATTERY CELL DAMAGE, THE F XTURE WAS MODIFIED, TEST RE-RUN SUCCESSFULLY.	69C31P1.4 BATTERT-MAIN MISSILE	FAILURE MODE-SHORT, ELECTRICAL. FOLLOWING PRI RANDOMASING VIBRATION, THE SPECIHEN MAS FOUND TO BE SHORTED TO CASE. IMSPECTION OF THE CELLS DISCLOSED EVIDENCE OF ELECTROLITE LEARING FROM THE MOLE IN THE YEAR CAP. CORRECTIVE ACTION-THE VENDOR REDUCED THE ANOMAT OF ELECTROLITE IN EACH CELL BY 1 CC AND ALSO PROVIDED FOR ELECTROLITE TRAPS THAT FIT ON EACH CELL FILLER MECK TO ABSORB ANY FREE ELECTROLITE THAT MAY TEMD TO FLOW OUT OF THE CELL PROPER.	69CS126.4 BATTERY-RSC/TLM	LECTRICAL), FOLLOWING PRI RANDOM/SINE VIBRATION, THE SPECIMEN WAS FOUND TO BE SHORTED TO THE C. CELLS DISCLOSED LEARAGE OF ELECTROLITE RAN OV LECREATING A CONDUCTING FATH OF ELECTROLITE RAN OV	CORRECTIVE ACTION-THE VENDOR REDUCED THE AHOUNT OF ELECTROLITE IN EACH CELL BY SCC AND ALSO PROVIDED FOR ELECTROLIT E TRAFS THAT FIT ON EACH CELL FILLER NECK TO ASSONS ANY FREE ELECTROLITE THAT NAY TEND TO FLOW OUT OF THE CELL PROFE R.	
定因此的上诉— GPT的	CORRECTIVE ACTION-RAIR SLV-9D-14-3669 RECOR R HAMUFACTURE AND BUALITY CONTROL CHANGES	ELECTRICAL-A/B POMER SOURCE	FAILURE MODE-LEAK INTER AMP LOAD WAS APPLIED. IN D. 3 OF WHICH LEAKED ELL CORRECTIVE ACTION-MONE. PAYSICAL CONTACT MITH IXTURE WAS MODIFIED. TE:	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-SHORT, ELE IMSPECTION OF THE CELLS CORRECTIVE ACTION-THE V TE TRAPS THAT FIT ON EAC	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-SHORT (ELE ASE, INSPECTION OF THE C ER THE TOPS OF THE CELLS	CORRECTIVE ACTION-THE V	

GENERAL DYNAMICS CONVAIR DIVISION

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	3V5-5751EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME DIF		PRI VENDOR NAME OTH VENDOR PART NO	
	ELECTRICAL-A/B POWER SOURCE	69C3126.4 BATIERT-R3C/TLM	U7P-9LT 69-06308-1	8:03:8	5/0 9	£ 5	YARDNEY 61083	•••••
	FAIL RE MODE-LEAR INTI INSPECTION OF THE CELL BRING ON THE BATTERY.	FAIL RE MODE-LEAR INTERNAL. FOLLOWING SLT RANDOM/SINE VIBRATION. INSPECTION OF THE CELLS DISCLOSED EVIDENCE OF ELECTROLITE LEAKING SSING ON THE BATTERY. A LEAR MASHOTICED AROUND THE THREADS OF THE	RATION, THE SPECIMEN WAS FOUND TO BE SHORTED TO THE LEAKING FROM THE HOLE IN THE VENT CAP. ONE CELL CAP OF THE NEGATIVESTUD OF CELL.	WAS FOUND I IN THE VE OF CELL,	TO BE SH	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TO THE CASE.	
	CORRECTIVE ACTION-THE VENDOR E TRAPS THAT FIT ON EACH CELL ER.	HTHE VENDOR REDUCED THE AMOUNT OF ELECTROLITE IN EACH CELL BY ICC AND ALSO PROVIDED FOR ELECTROLIT IN EACH CELL PROP	OLITE IN EACH CELL B' REE ELECTROLITE THAT	A SCC AND A	יס לובשע פו ונים לובשע פו	10ED	FOR ELECTROLI THE CELL PRO	
	ELECTRICAL-A/B POWER SOURCE	69C3124.3 BATTERY - REC/TLM RELIEF VALVE	UTP-PRT 69-06308-1	650317	3/0 3	¥ 6	YES PONER SOURCES	17000
	FAILURE MODE-CONTAMIN ATTON REVEALED THE PRE- ING PRESSURE IS 10.5 P	AMINATION. FOLLOWING .HE ACTIVATED STAND TEST, THE PRESSURE IN THE SPECIMEN WAS ZERO PSI, INVESTIG Pressure relief valve was leaking due to contamination holding the valve open, relief valve crack .s psi maximum.	TEST, THE PRESSURE OF CONTAMINATION HOLD	IN THE SPECING THE VAL	THEN MAS	ZERO	PSI. INVESTI	
	CORRECTIVE ACTION-MON RESSURE, PROBLEMS OF TI E CORFECTED.	CORRECTIVE ACTION-MOME. THE VALVE WAS REMOVED, CLEANED, AND REINSTALLED, TESTING WAS CONTINUED AND THE VALVE HELD ESSURE. PRODLEMS OF THIS NATURE ARE DETECTABLE BY BATTERY MANDLING PROCEDURES BEFORE MISSILE INSTALLATION AND CAN CORFECTED.	HANDLING PRCEDURES	ING WAS CON	ITINUEC AI	E ALLA		
	ELECTRICAL-A/B POMER SYMCE	GOC-8KF65-016/85-401-00-134 INVERTER	P.1647	1540 650312	23 136.01	2 €	YES BENDIK NO	•
	FAILURE MODE-OUT OF B	OF SPECIFICATION. TEMPERATURE CYCLING OF VOLTAGE REGULATOR ELEMENTS IN THE BENDIK INVERTER RESULTE. E.	VOLTAGE REGULATOR EL	ENENTS IN	THE BEND	×	VERTER REBULT	
	SYSTEM EFFECT-OPERATE 114.6 VAC. THES SYMMAL	SYSTEM EFFECT-OPERATION TOO LOW, AC WOLTAGE DROPPED FROM 115.0 TO 114.4 WOLTS. WOLTAGE THEN GRADUALLY INCREASED TO 114.6 VAC. THIS AYOMALY HAS BEEN OBSERVED ON OTHER BENDIX INVERTERS.	115.0 TO 114.4 VOLTS INVERTERS.	. WOLTAGE 1	HEN GRADI	MLLY	INCREASED TO	
	VEHICLE EFFECT-NONE.							
	CORRECTIVE ACTION-13P	,						
	ELECTRICAL-A/B	60/C-8KF85-D09/A1-401-D0-E11 INVENTER - REGULATOR	FLIGHT	2110 690227	A-1 -113	25		1
_	PAILURE MODE-EPRATIC (L) TO BECO. THE VARIATI TIC OPERATION OF THE II	FAILURE MODE-EFRATIC OPERATION, UMUSUAL VARIATIONS ON : HASF A VOLTAGE OBSERVED FROM -113 SECONDS (SWITCH TO THTERNA L) to beco. The variations had a period of approximately is seconds, and a pear to pear amplitude of 0.4 volts. Erra Tic operation of the inverter regulator has caysidered to be the caust of the variations.	SF 4 VOLTAGE COSERVEL 3 SECONDS, AND A PEAN SE THE CAULL OF THE	PRON -113 1 TO PEAR A	SECONDS	5 6 5	TCH TO THTERH .4 VOLTS. ERR	

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373TEM 8U3-373TEM	TEST/REPORT NIMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$176 1196 01F	PRE VENDOR NAME OTH VENDOR PART NO	
SYSTEM CFFECT-NOME. THE	THE VOLTAGE VARIATIONS WERE WITHIN THE TOLERANCE OF THE PHASE A VOLTAGE (113.5-117 VOLTS).	E TOLERANCE OF THE P	HASE A VOLT	AGE (113.	3-117 VOL.T&).	883149
VENTCLE EFFECT-NONE.	VARIATIONS NEME NOT CONSIDERED TO BE DETRIMENTAL.	OF TRUE SECTION				
ELECTRICAL-A/B POWER SOURCE	60/C-BKF65-D10/ BATTERY	COUNTDOMN R7-06359-003	3010 650225	M.C.	YES NO	******
AILURE MODE-FAIL TO OPE	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, BATTERY FAILED TO ACTIVATE WHEN COMMANDED.	FAILED TO ACTIVATE M	HEN COMMAND	ė		
SYSTEM EFFECT-OPERATION DOES NOT START.	DOES NOT START.					·
VEHICLE EFFECT-COUNTDOWN DELAYED.	DELAYED.					·
CORRECTIVE ACTION-REPLACED BATTERY.	ED GATTERY.					
ELECTRICAL-A/B POWER SOURCE	NZ-50-14-234F HAIN MISSILE BATTER!	FAR E7-06359-3	3010 850225	MTA	YES EAGLE PICHER NO	80508
ILURE MODE-FAIL TO OPE	FAILURE HODE-FAIL TO OPERATE AT PRESCRIBED TIME, BATTERY FAILED TO ACTIVATE,	FAILED TO ACTIVATE.				
CORRECTIVE ACTION-RAR NZ-	CORECTIVE ACTICN-RAR NZ-DD-14-3666 W.B. ORIGINATED TO SURVEY BATTERIES ,P/N 27-D6358-3 WITH B/N 8 OF ED7,480 AMD LO Er) and purce from stock ald return to vendor.	VEY BATTERIES , P/N 2	7-000000-A	11H B/N 8	OF EST.490 AND LO	***
ELECTRICAL-A/B POWER SOURTE	69C3126.4 BATTERY-RSC/TLM	UTP-PRT 69-06308-1	650222	3/0 3	YES YARDNEY W) 61083	370000
FAILURE MODE-OUT OF TOLES 5.110 TO 5.130 INCHES. AL MCHES. TOLERANCE IS 0.47	FAILURE HODE-OUT OF TOLERANCE. DURING EXAMINATION OF PRODUCT THE SPECIMEN WIDTH HEAJURED 4,992 INCHES. TOLERANCE IS 3.110 TO 3.130 INCHES. ALSO THE LOCATION OF THE MOUNTING MOLE MEASURED FROM THE EDGE OF THE MOUNTING LEG MAS 0.307 INCHES. TOLERAIKE IS 0.47 TO 0.55 INCHES.	UCT THE SPECIMEN WID' HOLE HEASURED FROM TO	TH MEABURED HE EDGE OF	4.992 IN THE HOUNT	CHES, TOLERANCE IS ING LEG MAS 0.507	
CORRECTIVE ACTION-ALLOWAN WITH RESPECT TO THE EDGE MEVER, THE VENDOR WAS NOTI	CORRECTIVE ACTION-ALLOWANCE FOR THE WIDTH DIMENSION WAS CORRECTED PER ECN 384470. THE LOCATION OF THE MOUNTING HOLE WITH RESPECT TO THE EDGE OF THE HOUNTING LEG IS NOT A CRITICAL DIMENSION AND IS DIMFICULT TO HEASURE ACCURATELY, HO EVER, THE VEHOOR WAS NOTIFIED 20/3/65 TO TIGHTEN 8.C. IN THIS AREA.	ORRECTED PER ECH 394/ TICAL DIJENSION AND THIS AREA.	170. THE LO 18 DIFFICUL	CATION OF T TO HEAS	THE MOUNTING MOLE URE ACCURATELY, MO	
ELECTRICAL-A/8 POMER SOURCE	69CSIEZ-E Batier-Main Missile	UTP-RUAL/PPT 69-00309-1	650217	3/09	YES YARDNEY NO 6130E	
FAILURE MODE-OUT OF TOLER Y EXCEEDED SPEC LIMITH PRO TS AT EDOKC.	TOLERAMCE. DURING EMI TEST PER MIL-I-26600, THE RADIATEC INTERFERENCE EMAMATING PRUM THE BATTER Is from 150KC TO 20MC, THE COMDUCTED INTERFERENCE ON THE 118 VAC NEUTRAL LINE ENCEEDED SPEC LINI	F660G: THE RADIATED	NYKAFERENCI IB VAC NEUT	E ENAMATI	HE PRUM THE BATTER E-CEEDED OPEC LIMI	
•					PAGE 0011	

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	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	ECTRICAL BYBTEM-AIRBO	NK.				
SYSTEM SUD-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE.	SITE TIME DIF	O THE	VENDOR NAME	
CORRECTIVE ACTION- SPEC	CORRECTIVE ACTION-SPEC DEVIATION 7000-63 WAS APPROVED TO ALLOW FOR THE EHI OUT	ALLOW FOR THE EH! OU'	OF TOLERENCE.	MCIC.		·	661036
FLECTRICAL-A/B	69C3129.E JATLRY-RSC/TLM	U7P-QUAL/PPT 69-06308-1	650210	2/03	4 E.S	YES YARONEY NO 61063	990991
FAILURE MODE-OUT OF TU T EKCEEDED SPECIFICATION SPECIFICATION LIMIT AT	FAILURE MOE-OUT OF TULERANCE. DURING ENI TEST PER MIL-1-28600, THE RADIATED INTERFERENCE EMANATING FROM THE BATTER T EKCEEDED SPECIFICATION LINITS FROM 40 TO 400 MC. THE CONDUCTED INTERFERENCE ON THE 115 VAC NEUTRAL LINES MAS ABOVE SPECIFICATION LIMIT AT 150KC.	26600, THE RADIATED SUCTED INTERFERENCE (INTERFERENC IN THE 115	E EMANAT	THE P	ROM THE BATTER	
CORRECTIVE ACTION-SPEC	CORRECTIVE ACTION-SPECIFICATION DEVIATION TODG-84 MAS APPROVED TO ALLOW FOR THE EM! OUT OF TOLERANCE.	ROWED TO ALLOW FOR TH	IE EHI OUT	OF TOLES	MAKE,		
ELECTRICAL-A78 POMER SOURCE	69CE143-E BATTERY-17.5 VDC 320 ANDERE-CAO	UTF-QUAL/PPT 69-06502-1	6 50203	5/05	TES TO	YES EAGLE PICHER NO GAP-4183	002301
FAILURE MODE-OUT OF SP MEVER, THE OUTPUT VOLTA DETECHTMED, ONE BATTERY EPANCY.	FAILURE MOCE-OUT OF SPECIFICATION. FOLLOWING ENT TESTING THE BATTERY WAS DISCHARED AT RYTED CURRENT (320 AMFS), HO WEVER, THE OUTPUT VOLTAGE WAS MEASURED TO BE 15.0 DVDC. 18PEC. IS 18.0D VDC MIN.) CAUSE OF DISCREPANCY COULD NOT BE DEFENDING. THE BATTERY MOMITOR CIRCUIT WAS IMADVERTENTLY DESTROYED DURING EMI TESTING WHICH COULD ACCOUNT FOR DISCREPANCY.	THE BATTERY WAS DISCI PEC. 13 18.00 VDC HIL DESTROYED DURING EMI	IARGED AT R 4.) CAUSE O TESTING WH	71ED CUE F DISCRE	PANCY PANCY DACC	(320 AMES), HO COULD NOT BE OUNT FOR DISCR	
CORRECTIVE ACTION-NOME RING OF THE SQUIBS AT T	CORRECTIVE ACTION-NOME. BATTERY IS ONLY USED ON OAD AND THERE IS ADEQUATE SLFETY MARGIN IN THE BATTERY TO ASSURE FI	HERE IS ADEQUATE SAFT	ETY MARGIN	N THE	ATTE	TO ASSURE FI	
F -CTRICAL-A/B	CT-98-14-054 Main Nibsile inverter	FAR 7-06340-603	1560 650202	ETR	25 8	LELAND AIRBORN E MGE108-18	23 65 66
FAILURE HODE-OUT OF TO AILURE MAS NOT CONFIRME	TOLERANCE, INVERTER OUTPUT VOLTAGE AND PREQUENCY WERE REPORTED EXCESSIVELY HIGH. THE REPORTED F. SMED BY FAILURE AMALYSIS.) PREGUENCY WENE REM	MTED EXCES	SIVELY !	<u> </u>	THE REPORTED F	
C . ECTIVE ACTION-RECO	CCTIVE ACTION-RECOMPND THAT SITE PERSONNEL EXERCISE WORF, CARE IN REJECTING EQUIPMENT.	HORF, CARE IN REJECTII	46 EQUIPMEN	:	-		
EL CTRICAL-A/B POMER BOURCE	69C31E9-E Battept- RBC/TLM	UTP-QUAL/PPT 60-06308-1	6 501 2 7	3/09	۲. ĕ	TES TARDNET NO	4
"ALLURE MODE-OUT OF TO SECOMDS AFTER THE INITI DING THE BATTERY LONG E	"AILURE MODE-OUT OF TOLERANCE, DURING RECYCLE TEST THE BATTERY WOLTAGE DID NO' FALL BELOM 30 WOLTS WITHIN 9/0 MILLI SECOMOS AFTÚR THE INITIAL APPLICATION OF 1.E AMPS STEADY STATE LOAD. THIS FAILURE WAS A DIRECT RESULT OF MOT PRE-LOA DING THE BATTERY LONG ENOUGH TO REMOVE BILVER PEROXIDE WHICH SUPPORTS HIGH VOLTAGE IN BATTERIES.	TTERY VOLTAGE DID NO TATE LOAD, THIS FAIL: TH SUFFORTS HIGH VOL.	FALL BELO AR WAS A D FAST IN BAT	W 30 VOL IRECT RI	118 128 128 128 128 128 128 128 128 128	THIN 550 MILLI OF NOT PRE-LOA	
						PAGE DOLE	

GENERAL DYNAMICS CONVAIR DIVISION

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ABLEVE - BLE	TEST/REPORT NUMBER DIF DATA SOURCE VE	DIF CATA SCURCE	HICLE TE DIF	BITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-THE	E BATTERY MANDLING PROCEDURES (69-92703) BOOKS 1 AND 2	DOS) BOOKS 1 AND 22 N	BOOKS 1 AND ET WENE REVISED TO PRELOAD BATTERIES AT	OND BATTERIES AT TH	*****
ELECTRICAL-A/B MOMER SOURCE		UTP-3LT 69-06308-1	#50126 60/C	YES YARDNEY NO 61063	44000
FALUEE MODE-OUT OF ER START OF DISCHARGE \$ THE SPECIMENS MERE	PATIUSE MODE-OUT OF TOLERANCE, DURING THE FOURTH TEST CYCLE THE OUTPUT FOLTAGE WAS ABOVE 30 VOLTS FOR 2 MINUTES AFT ER STAKE OF DISCHARGE, DURING THE FIFTH CYCLE THE VOLTAGE AGAIN WAS ABOVE 3D VOLTS FOR OVER ONE MINUTE, IN BOTH CASE S THE SPECIMENS MERE PRELOADEDAT S AMPS FOR 7 MINUTES AFTER RECHARGE.	CLE THE OUTPUT WOLTAGE AGAIN WAS ABOVE SD TERMEDIANCE.	E WAS ABOVE 30 VOL.	S FOR E MINUTES AFT HINUTE. IN BOTH CASE	
COMPECTIVE ACTION-TH RATE OF 1.2 APPS FOR	CCARECTIVE ACTION-THE BATTERY HANDLING PROCEDURES (69-92705 BOOKS & AND E) WERE REVISED TO REFLECT A LOWER PRELOAD ATE OF 1.2 AMPS FOR 29 MINUTES.	7US BOOKS 1 AND 2) 95	AE REVISED TO REFL	CT A LOWER PRELOAD	
ELECTROCAL - A ZO POSER GREENING	FOLETAS.2 BATTERT-17-5 YDC 3ED AMPTRE-DAD	UTP	\$504.85 604.65	YES EAGLE PICHER	066340
FALLURE WOGGOUT OF MILH-FEBBOR SECTFICA ATER CONTROL THERMOST	OF SPECIFICATION, DURING EMI TESTING BOTH THE RADIATED AND CONDUCTED THISPERENCE LEVELS EXCEEDED FICATION OVER THE MAJORITY OF THE FREQUENCY RAPKES TESTED, INTERFERENCE IS CAUSED BY THE BATTERY HIMOSTATS OPENING AID CLOMING.	TESTING BOTH THE RADIATED AND CONDUCTED THICHERENCE LEVELS EXCEEDED. THE TREGUENCY RAPKES TESTED, INTERFERENCE IS CAUSED BY THE BATTERY HE	ONNYCTER THYCRERE Herference in Causi	KE LEVELS EXCEEDED O BY THE BATTERY HE	
CORRECTIVE ACTION-REQUEST FOR EMI DEVI FOR REJUCAT ARE- 113 HEATER CAT IS SEVER NO CLOSE WHICH LASTS CMLY MILLISECONDS.	CRRECTIVE ACTION-RESUEST FOR ENI DEVIATION AGAINST MIL-1-26800 HAS BEEN SUBMITTED TO CUSTOMER FOR APPROVAL. For resucest are-ity meater out its severed at missile amay. (2) interference in Produced omly when thermostats No close which lasts cally millisecombs.	-26500 HAS BEEN SUBN . (2) INTEXPERENCE IT	RESERVED TO CUSTOMER !	OF AFPROVAL, BASIS HTHERMOSTATS OPEN A	
ELECTRICAL-AZB	69C5125.E DATTERY-#8C/TLW	UTP-QUAL /PPT 69-06308-1	\$50588 607G	YES YARDNEY MU GLOSS	981.798
FAILURE MOE-OUT OF TATELY FOLLOWING THE 12 AND 5.	' OF TOLERANCE, DURING THE PLICHT PROOF DISCHARGE TEST, THE BATTERY WOLTAGE WAR AROVE SO VOLTS IMMED THE 1E AMP DESTRUCT LOADS APPLIED AT E HIMUTES AND 4 MINUTES DURING THE STEADY STATE DISCHARGE AT 1	SCHARGE TEST, THE BA (MUTES AND & MINUTES	TTERY VOLTAGE WAS A DURING THE STEADY I	AROVE SO VOLTS IMMED STATE DISCHARGE AT 1	
CORRECTIVE ACTION-SPECT	CORRECTIVE ACTION-SPECIFICATION 88-083GF WILL BE CHAMGED TO ALLOW 31.5 WOLTS FOR APPROXIMATELY 12 SECONDS AFTER DES RUCT LOADS ARE APPLIED.	TO ALLOW 31.8 WOLTS	FOR APPROXIMATELY	E SECONDS AFTER DES	
ande distribution of the state	sangrampy district control of spirits in social plays, of stands about the signess depictual date and the superior of spirits and signess of spirits and spirits a			es all hade singulation and the same and same a	

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TECT-COMPOSITE AGONTO. BY THE LAUNCH CONTROL BY THE LAUNCH CONTROL BY THE LAUNCH CONTROL BY THE COMPANDATE THE LAUNCH CONTROL BY THE LAUNCH BY THE LAUNCH BY THE BY THE LAUNCH BY THE LAUNCH BY THE BY THE BY THE LAUNCH BY THE	ECT-NO- ECT-NO- ECT-NO- ECT-NO- ACTION ACTIO		B1-4WO-02-166 BA11ERY	COMPOST TE-FRD/DPL	1660	1-0	♀	
TECT-COMPOSITE ABCREED. ACTION-NODICE REPLACED. ASS-950-ED18/M9-LD-03-0AC4 COUNTOON 148D 36A YES EAGE FICHER MAIN BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). ECT-OPERATION TOO LOG. BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). ECT-OPERATION TOO LOG. BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). ECT-OPERATION TOO LOG. BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). ACTION-NATION TO LOG. BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). BATTENY BATTENY AND STATEM TO LOG. BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). AND STATEM TO LOG. BATTENY WOLNEE OUT OF TOLERANCE (BELOW REDLING). ACTION-NATION AND STATEM TO TRANSPER HATELOOP TO THE COUNTOON AND WONDOWN. ACTION-NAME BATTENY BATTENY COUNTOON TO TOLERANCE AND INSTITUTE MAIN TOTAL TRANSPERT ACTION-NAME BATTENY BATTENY COUNTOON TO TOLERANCE AND INSTITUTE MAIN TOTAL TRANSPERT ACTION-NAME BATTENY BATTENY COUNTOON TO TOLERANCE DURING POST-1831 INVESTIGATION WAS 403 CPB. 17 13 BELIEVED THAT A TRANSPERT ACTION-WORNER. ACTION-WO	ECT-NO ACTION ACTION ECT-ONS ECT-NO ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION		IAMCE, COMMIT BIOF OCCURRED DUE TAMCH CONTROL BYETEM.	O AN INDICATED NIGH H	1881LE BA	TTERT VOL	TASE, THE CONPA	0 A A
ACTION-NOTICE ABONTED. ASS-930-2018/79-LD-03-DAC4 COUNTDOMN 1460 36A YES EAGE FICHER MAIN BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TOO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TOO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TOO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TOO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TOO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TOO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TO LOG. BATTENY VOLTAGE OUT OF TOLERANCE (BELOW REDLING). ECT-OWERATION TO BE CAUSED OF A BAMILL ANDART OF PERPOTIDE FOR TREADED DURING REGISTED. ACTION-NAME. ACTION-NAME. ACTION-NAME. ACTION-NAME. ACTION-NAME OUT OF TOLERANCE AND INVESTED ON THE LCC CONSOLE DURING THE CONTIDONAL TRANSIENT. FECT-WORK INVESTER FREQUENCY DURING POOT-TEAT INVESTED ON THE LCC CONSOLETTED HAT A TRANSIENT AND TOLERANCE OUT THE CONTIDONAL ASCAPTED. ACTION-NAME OUT TOLERANCE AND THE BROAD PRESUMENT SENSON TO ACTIVATE IN LAUNCH CONTROL STRING. FECT-WORK INVESTER FREQUENCY DURING POOT-TEAT INVESTED ON THE LCC CONSOLED DURING CONTROL STRINGS. FECT-WORK FECT-WORK ACTION-NAME OF TOLERANCE AND THE BROAD PRESUMENT SENSON TO ACTIVATE IN LAUNCH CONTROL STRINGS. FECT-WORK FECT-WORK FOR TOWER TOWER FREQUENCY DURING POOT-TEAT INVESTED ON THE LCC CONSOLES DURING CONTROL STRINGS. FECT-WORK FECT-WORK FECT-WORK FOR TOWER TOWER FREQUENCY SENSON TO ACTIVATE IN LAUNCH CONTROL STRINGS. FECT-WORK FECT-WORK FECT-WORK FECT-WORK FECT-WORK FECT-WORK FOR TOWER TOWER FREQUENCY TOWER	ACTION ACTION FECT-OF FECT-OF FECT-OF FECT-OF ACTION ACTIO	STATEM EFFECT-NOME.						
ASTION-HOULE REPLACED. 18 ASS-930-2018/P4-LD-03-DAC4 COUNTDONN 1440 36A YES EAGE FICHER NAIN BATTERY 19 ASS-930-2018/P4-LD-03-DAC4 E7-08339-3 641211 -9300 NO	6E-001 ECT-095 ECT-095 ECT-095 ACTION ACT	WENTCLE ETFECT-COMPOSITE	ABORTED.					
AST-930-001979-LD-03-DAC4 COUNTDONN 146D 36A YES EAGLE FICHER MAIN BATTERY ET-04339-3 641E11 -9300 NO EC-CUT OF SPECIFICATION, BATTERY YOLTAGE OUT OF TOLERANCE (BELOW REDLING). FECT-OPERATION TOO LOG. BATTERY YOLTAGE OUT OF TOLERANCE (BELOW REDLING). FECT-OPERATION TOO LOG. BATTERY YOLTAGE OUT OF TOLERANCE (BELOW REDLING). SET-043-04-1-10-10-10-10-10-10-10-10-10-10-10-10-1	78 ECT-095 ECT-095 FECT-46 ACTION ACT	CORRECTIVE ACTION-MODULE	REPLACED.					<u></u>
FECT-OPERATION TOO LOW, BATTERY VOLTAGE OUT OF TOLERANCE (BELOW REDLINE). FECT-OPERATION TOO LOW, BATTERY VOLTAGE OUT OF TOLERANCE (BELOW REDLINE). FECT-OPERATION TOO LOW, BATTERY VOLTAGE OUT OF TOLERANCE (BELOW REDLINE). BATTER BATTE	DE-CUT FECT-OFF FECT-OFF ACTION ACTIO		A61-930-2018/P6-LD-03-DACA	COUNTDOAN E7-06359-3	1460	36.4	YES EAGLE FICH	
FECT-OPERATION TOD LON. BATTERT WOLTAGE OUT OF TOLERANCE (BELOW REDLINE). FECT-OPERATION TOD LON. BATTERT WOLTAGE OUT OF TOLERANCE (BELOW REDLINE). ACTION-SATIENT WE WELTAGE CZEBU; TIME OSCILLOGRAMM RECORDING WAS UNDUAL IN THAT THERE WAS NOT GARDED. BATTER DO SCOODS ATTER LOND TRANSFER INSTEAD OF THE USBUL SCONDING WAS UNDUAL IN THAT THERE WAS NOT COME. THOUGHT TO BE CAUSE BY A BAILL ANGUST OF PERDING MENORED DUBLING MANUFACTURE. ACTION-WYE. ACTION-WYE. ACTION-WYE. ACTION-WYE. ACTION-WYE. ACTION-WYERE PRESULET DUBLING POST-TENT INVESTIGATION WAS RECEIVED ON THE LCC CONSOLE DUBLING THE COUNTDOWN, TECT-NOWE. INVESTER PRESULET DUBLING POST-TENT INVESTER PRESULED THAT A TRANSIENT MANGE DUBLING CONTROL BY THE SHOUND PRESULENT SENSOM TO ACTIVATE IN LAUNCH CONTROL BY THE TRANSIENT MANGE DUBLING ASSETTED.	FECT-OFF FECT-OF ACTION ACTION ACTION ACTION ACTION ACTION ACTION ACTION	ъ	FICATION. BATTENY VOLTAGE OUT OF	TOLERANCE (BELOW RED	LING).			
FECT-WINE. ***********************************	# FECT-100 # ACTION # ACTION # ACTION # ACTION # ACTION # ACTION # ACTION # ACTION # ACTION # ACTION	SYSTEM EFFECT-OPERATION T	TOO LON. BATTERT YOUTAGE OUT OF T	OLERANCE (BELOW REDLE	(E)			
ACTION-SATIER C AS PAPAGED. 10 V-90-14-E30-8 1	ACTION -6 -6 -6 -6 -6 -6 -6 -6 -6 -6 -6 -6 -6	MENTOLE EFFECT-MINE.						**************************************
THE OF MATERY OCCORD OF FREE PRODUCTOR OF THE UNION WELTAGE VERBURY THE OSCILLOGRAPH RECORDING WAS LANDUAL IN THAT THERE MATERY BY SCOROS AFTER LOND TRANSFER DOST THE USING SCOROS AFTER LOND TRANSFER DOST THE USING SCOROS AFTER LOND TRANSFER DOST THE USING SCORDING WAS MOT COURT TO BE CACHED DY A BANGL ANGURT OF PERROTES DURING MANNERCLURE. ACTION-WORE. MEE-SOS MAE-SOS MAE-SOS MAE-SOS MAE-SOS MAE-SOS MAE-SOS MAE SOS MATERIES OF TEST THYESTER FREQUENCY DURING THE COUNTDOWN FOT-HOME. INVERTER PRESULNCY DURING POST-TEST THYESTEGATION WAS AGGETTED ON THE LCC CONSOLE DURING THE COUNTDOWN FCT-HOME. INVERTER PRESULNCY DURING POST-TEST THYESTEGATION WAS AGG CPS. IT IS BELIEVED THAT A TRANSIENT AND COUNTDOWN ABORTED. FCCT-COUNTDOWN ABORTED. ACTION-LUARNOWN.	ACTION AC	CORRECTIVE ACTION-SATIEP	HE B. MI, PLACED.					
PATTER PATTER PATTER PT-06378-803 641503 NO GARAGE PT-06378-803 641503 NO GARAGE PT-06378-803 641503 NO GARAGE PT-06378-803 PA BANLL ANGUST OF PT-07105 NOT REPOYED FURITHE MANUFACTURE. ACTION-NEWS. MSE-303 COUNTDOWN 108F 6 YES INVERTER PREDICKT DURING POST-TEST INVESTIGATION WAS 403 CPS. 17 19 BELIEVED HAT A TRANSIENT PRECEDENCE. ACTION-NEWS. PET-WONE. INVERTER PREDICKT DURING POST-TEST INVESTIGATION WAS 403 CPS. 17 19 BELIEVED HAT A TRANSIENT PRECEDENCE. ACTION-NEWS. PECT-COUNTDOWN ASORTED. PECT-COUNTDOWN ASORTED. PECT-COUNTDOWN ASORTED. PECT-COUNTDOWN ASORTED.	20-00-31 3146-35 7146-35 71-104 71-104 71-104 71-104 71-104		2	FAR	7: 04	5		
OC-CUT OF KINECIED (EST VALUE WALTACE VERSUS THE OSCILLOGRAMM RECORDING WAS UNUSUAL IN THAT THERE WITHOUT SCHOOL OF KINE USUAL SCON IMPREASE. FAILURE WAS NOT CURT. ACTION-WINE. MINERIER OF CAUSALD DY A BHALL ANOUNT OF PEDDITUG NOT REMOVED DURING MANIFACTURE. ACTION-WINE. MINERIER PRESUDER PAIL INDICATION WAS RECEIVED ON THE LCC CONSOLE DURING THE COUNTDOWN. FCT-MONE. INVERTER PRESUDENCY DURING POST-TEST INVESTIGATION WAS A 403 CPS. IT IS BELIEVED THAT A TRANSIENT ARMSE DURING COUNTDOWN STEELENCY SENSOR YO ACTIVATE IN LAUNCH CONTROL STRIEN. ACTION-UNKNOWN.	ACTION AC		ゆるい 100.00 に	27-06338-805	603140	:		
MSE-303 WESE-303 WESE-303 INVERTER WAS SALLIS GALLIS GALLIS GALLIS GALLIS HO HO GALLIS HO HO HO HO HO HO HO HO HO H	CORECCTIVE ACTION-WHE. ELECTRICAL-A/B WSE-303 COUNTDOWN 108F 6 TEL FOMER SOURCE INVERTER PAIL INDICATION WAS RECEIVED ON THE LCC CONSOLE DURING TO SYSTEM EFFECT-MOME. INVERTER PRESUDENCY DURING POST-TEST INVESTIGATION WAS 403 CPS. 17 18 BELIEVED TO PRESIGNCY CHAMGE DURING COUNTDOWN CAUSED THE SROUND PRESUDENCY SENSOR YO ACTIVATE IN LAUNCH CONTROL BY WEMICLE EFFECT-COUNTDOWN ASORTED.	Falloff Hadded' of Explos As a doberalme score Africa Millor dat Madded To M	TES TEST VALUE WITH WAITAGE VERS R SO SCONOS ATTER LOND TRANSFER R CAUSLE DY A BHALL ANOINT OF PE	US THE OBCILLOGRAMS : INSTEAD OF THE USIDE, PORIDE HOT REMOVED DU	FCORDING SCOR 19CI	WAS UNUSTERSE, FATER	JAL IN THAT THE	2 ~ u 5
INVERTER INVERT	ELECTRICAL-A/B WSE-303 COUNTDOM 108F 6 YES FOALER SOURCE SOURCE FOALER SOURCE FAILURE MODE-OUT OF TOLERANCE, AN INVERTER PAIL INDICATION WAS RECEIVED ON THE LCC CONSOLE DURING TO PRESIDENCY CHANGE DURING COUNTDOMS CAUSED THE SROUND PRESIDENCY SENSOR YO ACTIVATE IN LAINCH CONTROL BY WEHICLE EFFECT-COUNTDOMS ABORTED.	CORRECTIVE ACTION-NEWE.						
FAILUME MODE-OUT OF TOLERANCE, AN INVERTER FAIL INDICATION WAS RECEIVED ON THE LCC CONSOLE DURING THE COUNTDOWN, BYSTEM EFFECT-MOME, INVERTER FREGUENCY DURING POST-TEST INVESTIGATION WAS 403 CPS. IT IS BELIEVED THAT A TRANSIENT FREGUENCY CHANGE DURING COUNTDOWN CAUSED THE SHOUND FREGUENCY SENSOR YO ACTIVATE IN LAUNCH CONTROL BYSTEN, WENTCLE EFFECT-COUNTDOWN ASORTED. CORRECTIVE ACTION-UMENOUS.	FAILUME MODE-OUT OF TOLERANCE, AM INVERTER FAIL INDICATION WAS RECEIVED ON THE LCC CONSOLE DURING TO BYSTEM EFFECT-MONE, INVERTER FREQUENCY DURING POST-TEST INVESTIGATION WAS 403 CPS. 17 13 BELIEVED TO PRESUENCY CHANGE DURING COMPOUN CAUSED THE SACUAD PRESUENCY SENSOR YO ACTIVATE IN LAUNCH CONTROL BY WEHICLE EFFECT-COUNTDOWN ASORTED.	•	WSE-303 INVERTER	COUNTDOM	1087		55.05	-
SYSTEM EFFECT-MOME, INVERTER FRESUENCY DURING POST-TEST INVESTIGATION WAS 403 CPS. IT TO DELIEVED THAT A TRANSIENT FRESUENCY CHANGE CHANGE COUNTDOWN CAUSED THE GROUND FRESUENCY SENSOR YO ACTIVATE IN LAUNCH CONTROL STREEN. VEHICLE EFFECT-COUNTDOWN ASCRTED. CORRECTIVE ACTION-LARMOMA.	SYSTEM EFFECT-MOME, INVERTER PRESUENCY DURING POST-TEST INVESTIGATION WAS 409 CPS. 17 19 BELIEVED 11 PRESUENCY CHANGE DURING COLATIONS CAUSED THE SECUENCY SERSON YO ACTIVATE IN LAUNCH CONTROL BY MEMICLE EFFECT-COLATIONS ASORTED.		AMCE, AN INVERTER PAIL INDICATIO	N 1465 RECEIVED ON THE	רכב כסוואל	ar Durin	THE COUNTDONS	•
VEHICLE EFFECT-COUNTDOMM ABORTED. CORRECTIVE ACTION-LARKHOUM.	WEMICLE EFFECT-COUNTDOMM ABORITED.	BYSTEM EFFECT-MONE, INVER- PEDIENCY CHANGE DIMING CO	TER PRESUDENT BURING POST-TEST STANTOOM CAUGED THE GROUND PRESUE	NYESTIGATION NAS 403 NCT SENSOR TO ACTIVATI	CPB. 17 71	BELSEVE H CONTROL	THAT A TRANS!	
CORRECTIVE ACTION-UNKNOWN.		VEHICLE EFFECT-COUNTDOMN A	4808160.					
	CORRECTIVE ACTION-UNKNOWN,	CORRECTIVE ACTION-UNKNOWN	•					

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ELECTRICAL-A/B	69C312E-1 BATTERY - MAIN MISSILE	UTF-BUAL/PFT #9-04309-1	640902	5/ 03	TES POWER-BOUNCES NO 201004	603160
FAILURE MODE-OUT OF EXCEEDED SPECIFICATI BAITERY HEATER MAS AB	FAILUGE MODE-OUT OF TOLERANCE, DURING ENI TEST PER NIL-1-28600 THE RADIATED INTERFERENCE EXANATING FROM THE BATTERY EXCEDED SPECIFICATION LIMITS FROM 15 TO 400 MC, THE CONDUCTED INTERFERENCE ON THE TWO 115 VAC POMER LEADS TO THE BATTERY HEATER MAS ABOVE SPECIFICATION LEVELFOR APPROXIMATELY HALF OF THE TEST FREQUENCIES.	-1-26600 THE RADIATED CONDUCTED INTERFERENCE MATELY HALF OF THE TES	INTERFERENCE ON THE TWO I	ESANATIH 115 VAC P	C FROM THE BAT CHER LEADS TO	¥ #
CORRECTIVE ACTION-SP	CORRECTIVE ACTION-SPEC DEVIATION TOOG-83 WAS APPROVED TO ALLOW FOR THE ENI OUT-OF-TOLERANCE.	TO ALLOW FOR THE ENT O	JT-OF-TOLERA			
ELECTRICAL-A/B	69C3129.1 BATTERY RSC/TLM	UTP-0UAL/P#T	208079	٠ 3	YES POWER SOURCES NO 200994	ES 890831
FAILURE MODE-CUT OF TOL Y WAS ADOVE SPEC LIMITS E SPEC LIMITS BELOM SMC.	FAILUSE MODE-OUT OF TOLERANCE, DURING EMI TEST PER MIL-1-20600, THE RADIATED INTERFERENCE EMANATING FROM THE BATTER Y was above spec limits in Tue. 19 to and Ne Range. The Compucted interference on the 113 fac neutral limes was abov E spec limits below smc.	-1-26600, THE RADIATED COMDUCTED INTERFERENC	INTERFERENCE CONTHE 189	E EMANATI	NG FROM THE BA	8 00 E
CORRECTIVE ACTION-SPEC	TEC DEVIATION TOUG-85 APPROVED TO ALLOW FOR THE OUT-OF-TOLERANCES.	LICH FOR THE OUT-OF-TO	ERANCES.			
ELECTRICAL-A/B	6943125.1 BATTERY 89C/TLM	LTF-QUAL/PR1 \$9-06308-1	640830	۵.۷ 3	YES POWER SOURCES NO 200994	7.4 0006FT
FASSURE MODE-STRUCTO ME SMALL NUT THAT MOD	ACTURALL OUALING & AXIS RANDON/SINE VIBRATION TEST THE CORE OF THE PRE- HOLDS THE CORE IN MLACE WAS NOT TIGHT ENOUGH TO WITHSTAND VIBRATION.	RATION TEST THE CORE OF ENOUGH TO WITHSTAND W	THE PRESSU	RE RCLIEF	OF THE PRESSURE RELIEF VALVE FELL COUT. VIBRATION.	3 -
CORRECTIVE ACTION-TH PREFENT THIS PROBLEM	CORRECTIVE ACTION-THE VENDOR WAS NOTIFIED OF PROBLEM AND ACTION WAS TAKEN TO APPLY LOCK TIGHT ON THE LOCKING NUT TO	O ACTION MAS TAKEN 70	APPLY LOCK	T16HT C4	THE LOCKING NU	ō
ELECTRICAL-A/B POMER BOURCE	69A3125 BATTERY- RSC/TLM	UTP-QUAL/PPT 69-06308-1	440629	3/0 3	YES POWERSOUNCES	4 660631
FALLUKE MOST-STRUCTURA OF OF THE BATTERY CASE.	CTUBAL. DURING VIBRATION THE SPECTNEN LOST INTERNAL PRESSURE. SMALL CRACKS WERE FOUND AROUND THE CASE.	LOST INTERNAL PRESSUR	E. SHALL CRAI	CK S MERE	FOXED AROUND TI	۲- ان
CORRECTIVE ACTION-THE MG JRSUND THE TOP OF TA AB LOST, THE VENDOR WA B TESTED SUCCESSFULLT.	CCRECTIVE ACTION-THE SPECIMENS WERE IND FOR REPLACEMENT. THE REPLACEMENT SPECIMENS WERE STRENGTHENED BY SPOT WELDI Me Fround the top of the battery case, another vightation test has run on modified unit and again internal pressure was lost, the vencor was informed and the battery case was redesiened per boac recommendation, the redesiened case was a rested successfully.	IT. THE REPLACEMENT SP 1 TEST WAS RUN ON HODE 18 REDERIGHED PER GO/C	COMENS MENE TED UNIT AND RECOMMENDATI	STRENGTH D AGAIN I IOH. FHE	ENED BY SPOT M NICHAL PRESSU REDESTENED CASE	
the second communication of the contract of th	agendraugspiechen estragen werden der	akuningapakan vergerangan pengahangan dan dan pengahan dan pengahan dan pengahan dan pengahangan dan pengahan	dip of department of the first of the second	in de spinister and de		
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ELECTRICAL-A/B POMER SOURCE	69A31E3.1 BATTERY RSC/TLM RELIEF VALVE	UTP-PRT 69-063G8-1	29079	00 / C YES	YES POWER SOURCES NO E00594	65000
PAILURE MODE-CONTANT POLLOWING THE SHOCK	FAILURE MODE-CONTANTMATTON. THE PRESSURE RELIEF VALVE FAILED TO RESEAT AFTER A TEST OF THE VALVE OPERATI. Following the shock test. Ecamination revealed a small piece of foreigh matter has lodged in the valve.	ILED TO RESEAT AFTER A SECE OF FORESCH MATTER	. TEST OF THE	: VALVE OF	OPERATING PRESSURE VALVE.	
CORRECTIVE ACTION-TH	CORRECTIVE ACTION-THE PORETEN MATTER MAS REHOVED AND THE	TEST CONTINUED.				
CLECTRICAL-A/B	69CSIZE-1 BATTENT-MAIN MISSILE	UTP-QUAL/PPT 69-06309-1	€4 082 € € 4	ON 3/09	YES POWERSOURCES NO EDIDOA	***************************************
FAILURE MODE-STRUCTU OF THE BATICAY CELLS 6 COMPOUND, THE POTTS	FAILURE MODE-STRUCTURAL. FOLLOWING THE TEMPERATURE SMOCK TEST, PRESSURE TESTING THE CELLS REVEALED THE PLASTIC CASE OF THE BATTERY CELLS CRACKED ON TWO OF THE 19 CELLS IN THE BATTERY CASE, SMALL CRACKS MERC ALSO NOTED IN THE POTTIN 6 COMPOIND, THE POTTING COMPOUND MAS TOO RIGID AND THE RUSS BARS DID NOT HAVE EXPANSION JOINTS.	TEST, PRESSURE TESTI. HE BATTERY CASE, SMALL SS BARS DID NOT HAVE E	ME THE CELLS. CRACKS WERE (XPANSION JOI	REVEALED ALSO NO NTS.	THE PLASTIC CASE ED IN THE POTTIN	
CORRECTIVE ACTION-THE SPECINCH WAS IND AT IT PASSED THE TEMPERATURE SHICK TEST.	CORRECTIVE ACTION-THE SPECINCH WAS IRD TO THE VENDOR FOR REPLACEMENT. THE REPLACEMENT SPECINEH WAS MODIFIED SUCH TH I IT PASSED THE TEMPERATURE SHOCK TEST.	REPLACEMENT. THE REPL	ACEMENT SPEC	THER PES	HODIFIED SUCH TH	
ELECTRICAL-A/B	69CS69L.1 INVENTER-SKVA, ROTARY	UTP-PET 7-06349-805	3 : 18079	Q1 3/93	YES LELAND	******
FAILURE MODE-OUT OF TO BE OUT OF TOLERANCE	PAILURE MOE-OUT OF TOLEBAME. DURING EXAMINATION OF PRODUCT, FIVE NOM-CRITICAL DIMENSIONS MERE MEASURED AND POUND TO BE OUT OF TOLERANCE, THE "ENDOR FAILED TO COMPLY MITH SPECIFICATION CONTROL DRAWING.	DUCT, FIVE NON-CRITICA SPECIFICATION CONTROL	L DIMENSIONI DRAMING.	KERE KE	SUPED AND FOUND	
CORPECTIVE ACTION-THE SPECIFICATION S PER ECH 377516 AND CIC 32666 (NEF.	CORPECTIVE ACTION-THE SPECIFICATION CONTROL DRAWING TOLGRANCES WERE RELAKED TO ALLOW FOR THE WINCH OUT OF TOLGRANCE. FOR ECH STASSE AND GIC 32646 (REF. FRR 366).	RAMCES WERE RELAKED TO	ארוכת נט	HE NENDA	OUT OF TOLERANCE	
ELECTRICAL-A/B POWER BOURCE	69CSSEZ.1 BATTERY-MAIN MESSILE	UTP-BUAL/PFT 69-06309-1	39 100075	60/0 769	YES POWER SOURCES	091040
FAILURE MODE-OUT OF CHWECTOR MEASURED 1.8:	OF TOLERENCE. BURING EXAMINATION OF PRODUCT, THE DIMENSION CONCERNING THE EXTENSION OF THE POWER C	DUCT, THE DIMENSION CO	MCEANING TH	. EXTENDIC	N OF THE POWER C	
CORRECTIVE ACTION-OUT OF TOLEREN DRAWING REVISION RELEASED \$01084.	CORRECTIVE ACTION-OUT OF TOLERENCE DINENSION IS NOT CRITICAL. SPEC CONTROL DRANIMG CHANGED TO ALLC'I FOR TOLERENCE. RANIMS BEVISION RELEASED S01084.	ICAL. SPEC CONTROL DRA	WING CHANGEE) 10 ALLO	FOR TOLERENCE.	
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GENERAL DYNAMICS CONVAIR DIVISION

STSTEM SUG-STSTEM	TEST/REPORT NUMBER FAILED COMPOSENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF T	11 ME 01F	PRI VENDOR HAME OTH VENDOR PART NO	<u>§</u>	
ELECTRICAL-A/B POMER SOURCE	CT-98-14-040 ELECTRICAL RELAY	FAR 66-73001-018	640310 E	E TR	YES HARTMAN ELECTR NO ICAL		0.000
FAILURE MODE-STRUCTURAL	RAL, DUE TO GENERALLY POOR CHOICE OF P	MATERIALB.				·	
CORRECTIVE ACTION-VENDO EN13 ARE MET.	CORRECTIVE ACTION-VENDOR TO IMPROVE BUALITY CONTROL, ADD BUALIFICATION TYPE TESTING TO DETERMINE IF DESIGN RETUIREM NIS ARE MET.	UALIFICATION TYPE TE	\$1116 TO DE	TERHINE	IF DESIGN REQUI	2	
ELECTRICAL-A/B POWER SOURCE	A6U63-001-14/FC-CO-01-0502-006 INVERTER	COMPOSITE-FACTORY	1560		22	*	
FATLUSE MODE-OUT OF TOL. AT FREQUENCY (PTCKUP) BET	TOLERANCE. OBCILLATIONS WERE EVIDENT ON THE GYRO CUTPUTS DURING TORGUING EXERCISES, DUE TO A RE BETWEEN THE AIRBORNE INVERTER AND THE GROUND 400 CYCLE INET SUPPLY.	N THE 67RO OUTPUTS D	URTHG TORBU T SUPPLY.	INF EXEN	CISES, DUE TO A	ų E	
SYSTEM EFFECT-IMPROPER	SYSTEM EFFECT-IMPROPER ANALOS SIGNALS. POMER SUPPLY BEAT FREGUENCY CAUSE UMEXPECTED VARIATIONS OF AUTOPILOT 6YRD SI NALS.	REGUENCY CAUSE UNEXP	ECTED VARIA	71 CHIS OF	AUTOFILOT 6780	;	
VEHICLE EITECT-COMOSIT	VEHICLE EITECT-COMPOSITE RESCHEDULED. PARTIAL COMPOSITE RETEST WAS RESUIRED.	TEST WAS REQUIRED.					
CORRECTIVE ACTION-PROBLEM HAS M OPERATING ON INTERNAL PONCR.	CORECCTIVE ACTION-PROBLEM 1418 ALEVIATED BY ADJUSTING T.E. INCT PREGUENCY BUPFICIENTLY BELCH THAT OF THE INVERTER 1416 OPERATING ON INTERNAL POACR.	HET FREGUENCY BUFFIC	IEHTLY BELO	TAN O	F THE SHVERTER	¥	
ELECTRICAL-A/B POWER SOURCE	60/446483-001-131FC-CO-01-0023-001 COMPOSITE-FACTORY INVERTER	COMPOSITE-FACTORY	103D 940311		22	:	7000
PAILURE HODE-OUT OF TOLERANCE, CHASES OF 9 TO 10 CPN OF 0.05 SECOND TEF CHANCEOVER TO INTERNAL AND ONCITY (ACC) ON THE ELECTRICAL PANEL.	PAILUME MODE-OUT OF TOLEHANCE, CHANNEL 83 ON MIDMESTERM RECCRDER NO. 8 (INTERNAL 400 CPR) INDICATED FRENCENT DECAR. ANES OF 9 TO 10 CPN OF 0.03 SECOND DURATION FOUR TIMES BETWEEN INVERTER ON AND FONER CHANGEOVER TO INTERNAL, UNCE AF TEF CHANGEOVER TO INTERNAL AND ONCE AFTER CHANGEOVER TO EXTERNAL, THIS WAS ATTRIBUTED TO A FAULTT NETER SELECTOR SWI TCN (AGE) ON THE ELECTRICAL PANEL.	CCHOCK NO. B (INTERNIE) IN AND IN AND ERNAL. THIS WAS ATTR	AL 400 CPB) POMEN CHANG IBUTED TO A	INDICAT COVER TO FAULTY	EO FREBUENCY DE INTERNAL, UNCE METER SELECTOR	¥41	
SYSTEM EFFECT-MONE.							
VEHICLE EFFECT-COMPOSITY	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REGUIRED.	ING REQUIRED.					
CORRECTIVE ACTION-REPLACE	PLACED AGE ELECTRICAL PANEL.						
ELECTRICAL-A/B	60A/DEF64-011/PE-40E-00-E63 MAIN BATTERY	COUNTDOWN 27-00350-208	2630 12 640410 -4	27	7E 8		
FAILURE HODE-OUT OF SPEC	IPECIFICATION. BATTERY OUTPU' 100 LOM.						
STATEM EFFECT-OPERATION	ON TOO LOW, WENICLE EFFECT-COUNTDOMN DELAYED.	SELAYED.					
VEHICLE EFFECT-COUNTDOMN DELAYED.	H DELAYED.						

CONVAIR DIVISION

15 JUN 1968

MATER MUSICAL STREET	TEST/REPORT NUMBER FAILED COMPONENT HAME	STARFORT NUMBER DIF DATA SOURCE VE	VEHICLE DATE DIF	AITE PRI		VENDOR NAME	
żz	QUOTED TOLERANCE WAS DETERMINED TO BE INCORRECT FOR THE VEHICLE IN QUESTION. SCH 310820 (FOR 263D) TO CHANGE REDLINE TO PROPER VALUE.	INCORRECT FOR THE VEN	IICLE IN BUR	1871QN. 50	38 80	SED (FOR 265D	***
FOLECTRICAL-A/B	GUA-APZ64-O26/P1-601-00-137 BATTERY, MAIN HISSILE	FLIGHT	1375	11.465	3 Q	andre de la companya	*****
FAILURE MODE-OUT OF LAR TO FLIGHT OF 13E	TOLERANCE, ABNORMAL WOLTAGE BATTERY FA: LURE AT 500 SECS.	OUTPUT FROM BATTERY DUE TO A DISCHARGING BATTERY CELL, FAILURE SIMI	DISCHARGING	. BATTERY	CELL	FAILURE SIME	·
STSTEM EFFECT-OPERATION TOO LOSS AT 819 SECS. AT THIS TIME THE INVERTER	ATION TOO LOJ. AT 465 SLCS BATTERY WOLTAGE BEGAN TO DECAY FROM A LEVE TIME THE INVERTER FREG. DROPPED ABRUFILY AND ALL AC VOLTAGES DECAYER.	485 SECS BATTERY VOLTAGE BEGAN TO DECAY PRON A LEVEL OF 28.4 VDC PREG. DROPPED ABRUPLLY AND ALL AC VOLTAGES DECAYEN.	ROM A LEVEL	0 28.4	, you	TO 21.3 VDC AT	
VEHICLE EFFECT-NOVE.							
CORRECTIVE ACTION-N	NONE-BATTERY PERFORMED SATISFACTORILY	SATISFACTORILY DURING POWERED FLIGHT.	.•				
ELECTRICAL-A/B POMER SOURCE	SLV-90-14-216-F Inverter-Min Missile	FAR 7-06349-603	36D 640316	MIR	45.0	LELAND MGE-108-18	******
FAILURE MODE-ELECTRICAL CORRECTIVE ACTION-MOME.	ISCAL SHORT, OUT OF TOLERANCE WITH RESPECT TO VOLTAGE DUE TO SHORTED DIODE CR-K.	IPECT TO VOLTASE DUE 1	O 34CR 7EU D	1100E CR-2	۵		
ELECTRICAL-A/B POWER SOURCE	A-49-14-207-F Inverter	FAP 27-06178-3	112-F 6401£0	FACTORY	22	LELAND MGE-108-13	219540
FAILURE HOS-OUT OF TACMMENTAL TESTS:	TOLERANCE. WITH RESPECT TO PREQUENCY, FAILUME NOT CONFIRMED DURING EXTENSIVE ELECTRICAL AND ENV	. FAILURE NOT CONFIRM	ED GURTNE E	YTENSIVE	ברבעו	RICAL AND ENV	-
CORRECTIVE ACTION-TH	CORFECTIVE ACTION-THIS ITEM WAS WITHIN SPECIFICATIONS. RESPONSIBLE PERSONNEL WERE REQUESTED TO ACCEPT INVENTERS SAT STYING REQUIREMENTS OF APPLICABLE OPERATING PROCEDURES.	EBPONSIBLE PERSONNEL	WERE REQUES	TED TO AG	CEPT	INVERTERS SAT	
ELECTRICAL-A/B POWER BOURCE	LV-9D-14-206-F Inverter-D100E	FAR 7-06348-803	285-D 640117	472	200	YES LELAMS NO MGE-108-18	0.00
FAILURE MODE-ELECTRICAL SMORT, OUT	ICAL SHORT, OUT OF TOLERANCE WITH RESPECT TO A.C. VOLTAGE DUE TO SHORT INVERTER DIODE C.I-R.	PECT TO A.C. VOLTAGE	DUE TO BHOR	T INVERSE)10 ¥	0E C.I-R.	
CORRECTIVE ACTION-VE NIMB.	CORRECTIVE ACTION-VENDOR ADVISED OF FAILURE. NO FURTHER ACTION AS THIS MAS ONLY DIODE FAILURE IN HORE THAN EIGHT MO	ACTION AS THIS MAS ON	LY 0100E FA	1 LURE 14	HOPE	THAN EIGHT NO	
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Allemanian principal principal construction of the construction of the construction of the construction of the		general de la completa de la comple				PAGE 0019	

GENERAL DYNAMICS. CONVAIR DIVISION

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9731EM 3/6-973/EM	TEST/REPORT NUMBER FAILED COMPONENT HAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	317£ 71ME 01F	PRI VENDOR Nº HE OTH VENDOR PART NO	
ELECTRICAL A/B	C1-98-14-027P MAIN NISSILE INVERTER	**************************************	1260	CTA	YES LELAND AIRBORN NO E HGEIDB-16	•
FAILUNE MODE-OUT OF SPECIFICALIGN, INV PACITOR IN THE INVERIERS SPEED CONTROL,	SPECIFICATION, INVERTER OUTPUT WOLTAGE OSCILLATING, FAILURE AMALYBIB FOUND A SHORT CINCUITED CA ERS SPEED CONTROL.	CSCILLATING, FAILUR	E AMALYBI	FOUND A	SHORT CIRCUITED CA	
CORRECTIVE ACTION-INFORM	FORM THE VENDOR REQUESTING HIS QUALITY CONTROL IMPROVEMENT. AXES-0003-ESSO/FC-CO-02-D013-014 COMPOSITE-FACTORY INVERTER	CONTROL IMPROVEMENT	2330 631015		28	.
FAILURE MCCE-ERRATIC OP MES IN LEVEL AT MUMEROLI RNAL YDC PARAMETERS.	FAILURE MCCE-ERRATIC OPERATION. CHANNEL 33 OF MIDNESTERN RECORDER NO. 2 LINTERNAL VACT INDICATED ABRUPT D.S VAC CHA Ness in level at mumerous times during the test. Albo, excessive fluctiations were observed on the external and inte Rnal voc parameters.	ECORDER NO. 2 (INTER 351 VE FLUCTIMATIONS W	HAL VACI I	NOICATED NED ON THE	ABRUPT 0.5 VAC CHA EXTERNAL AND INTE	
SYSTEM EFFECT-NOME.						
VEHICLE EFFECT-COMPOSITI	WEHICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTING REQUIRED.	AG REGUIRED.				
CORRECTIVE ACTION-REPLACED THE FILLER	ICED THE FILTER METWORK IN THE AGE POLER SUPPLY.	DER SUPPLY.				
ELECTRICAL-A/B POWER SOURCE	63-0872 BE-402-00-63	COMPOST TE-FRD/DPL	630 631004	2	YE s NO	***************************************
FAILURE MOE-OUT OF TOLE	TOLERANCE. THE 400Y GENERATOR HAS INFROPERLY WIRED CAUSING THE GYROS TO SPIN BACKMARDS.	OPERLY WIRED CAUSING	THE GYRON	TO 8FIN	BACKWARDS.	
SYSTEM EFFECT-OFCRATION DOES NOT START.	I DOES NOT BTART.					
VEHICLE EFFECT-COUNTDOM ABCATED AND CORRECTIVE ACTION-RE-WIRE CORRECTLY.	WEMICLE EFFECT-COUNTDOMM ABORNED AND RESCHEDULED. COMPECTIVE ACTION-RE-WINE COMPECTLY.					
ELECTRICAL-A/B POMER BOUNCE	46U83-301-84/FC-CO-01-0071-006 INVERTER	COHPOST TE-FACTORY 7-06349-603	7106		22	9
FAILURE MODE-OUT OF TOLE E MINIMUM 10 SECOND REGUL	FAILURE MODE-OUT OF TOLERANCE-28 VDC IMPUT TO INVERTER DID NOT STABILIZE AT GREATER THAN OR EQUAL TO ESVDC MITHIN TH E miminum 10 second required after inventer on due to high load drain on age pomer source.	VOT STABILIZE AT GRE-	AT GREATER THAN ON AGE POWER BOURCE.	OR CRUME	TO REVOC WITHIN TO	
BYBTEK EFFECT-OFERATION TOO LOW	100 LOM.			٠		
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RE-SCHEBULED. PROPER OPERATION VERIFIED ON SUBSESUENT COMPOSITE.	HIFTED ON BUBBEAUCHT	COMPOS 14	.:		
CORRECTIVE ACTION-INSTALL AN B MAB A RECURRING PROBLEM AND	CORRECTIVE ACTION-INSTALL AN ADDITIONAL POWER BOURCE WHICH MILL DIMINISH THE LOAD DRAIN ON THE ORIGINAL SUPPLY, THI I MAS A RECURRIME PROBLEM AND WAS CORRECTED FOR BLY 3 7110 AND ON.	HILL DININISH THE LIND ON.	OAD DRAIN	9 3H 8	IISINAL BUPPLY. THI	
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GENERAL DYNAMICS CONVAIR DIVISION

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	OFFICE TREATERS AND TREATERS AND THE TRE	CIRICAL BIBILM-AIRDO	A M.C.				,
STSTEM SUD-BTRTEM	TESTAEFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	9 0 1 1 1	BITE PRI VENDOR NAME TIME BIF OTH VENDOR PART HO	
ELECTRICAL-A/G NOW, R SOURCE	た・日本に - サコ・ウイ・ウボ - 大・日本に - サコ・ウイ・ウボ - 光 - 大・日本に - ナン・コード - エリトに コンエー	7AR 7-06349-803	135-U 830830	FACTORY	3 3 7 x	LELAND HGE-100-18	*****
FAILUEE MODE-OUT OF 1	FAILURE HODE-OUT OF TOLERANCE WITH RESPECT TO FREQUENCY. Corrective actions failure on out of tolerance not confined. Test showed Frequency to be Within specification.	FD. TEST SHOWED PRESE	70 70 70 70 70 70 70 70 70 70 70 70 70 7	111111111111111111111111111111111111111	PECLIF	1041.	
ELECTRICAL-A/B POMER SOURCE	FTA8251/P3-4CO-08-197	COMPOSITE-3 FACT E7-08359-605	1970 630930	13	458 KO	YES EAGLE PICHER NO	*****
FAILURE MODE-OUT OF 1	OF TOLERANCE, BATTERY REACHED REDLINE WOLTAGE 31.5 APPROX 15 MIN AFTER ACTIVATION DECREASED TO 31.	LTAGE 31.5 APPROX 15	MIN AFTER	ACTI VATIC	N DEC	REASED TO SI.	
STRIEN EFFECT-OPERATION TOO LON-	ON TID LONG				•		
CORRECTIVE ACTION-LAWSWOOM.	Syde.						
ELECTRICAL-A79	FT.0249.7P9-4CO-05-197 FNVR1ER	CONTROL LAND TACK	1970	13 PLUS166	46.5 6	YES BENDIK NO	294K84
FALLUFE MODE-CRRATIC E IN THE MSL 28 W POME ND ARE THOUGH! TO BE C SYSTEM EFFECT-MOME.	FAILUSE MODE-CREATIC OPERATION. E308-400 CHELE AC POMER BUSH SHAMED INCREASE FROM AND TO ADJIE. A VERY SLIGHT CHANG IN THE MEL 28 V POMER SUP YOLTAGE MAN HOTED AT THIS TIME. STAILAR FREE CHANGES HAVE SEEM MOTED ON PREVIOUS MBLSH A DARE THOUGHT TO BE CHARACTERISTIC OF THIS INVERTER. SYSTEM EFFECT-MOME.	US; SHAWED ENCREASE F. SIMILAR PRES. CHANGE	ROM ADES TO	2.10b :	VERY NE PRE	A VERY BLIGHT CHANG CH FREVIOUS MBLS: A	
VEHICLE EFFECT-NONE.							
CORFECTIVE ACTION-UNKNOWN.	HOW.						
ELECTRICAL-AZD POMER SOURCE	AGU83-001-021/FC-CO-01-0011-099 INVERTER	COMPOSTTE-FACTORY 7-06349-803	7105 830919		2		****
FAILURE MODE-OUT OF 1 REQUIRED 10 SECOND MIN	OF TOLERANCE. 28VDC INVERTER INPUT DID NOT STABILIZE (T GREATER THAN OR EQUAL TO 25VDC MITHIN THE MINIMUM TIME LIMIT FROM INVERTER ON DUE TO HIGH LOAD DRAIN ON AGE POWER SOURCE.	OT STABILIZE (T GREAT TO HIGH LOAD DRAIN O	ER THAN OR	EQUAL TO	0 t 2 t	C WITHIN THE	
SYSTEM EFFECT-OFERATI	RATION TOO LOW.						
VEHICLE EFFECT-COMPOS	VEHICLE EFFECT-COMPOSITE RESCHEDULED. PROPER OPERATION VERIFIED ON SUBSEGUENT COMPOSITE.	HIFTED ON BUBBEBUENT	COMPOSITE.				
CORRECTIVE ACTION-INS URRING PROBLEM AND WIL	-INSTALL ADDITIONAL FOMER BOURCE WHICH WILL DIMINISM LOAD DRAIN ON AGE POMER BOURCE. THIS IS A REC WILL BE CORRECTED FOR BLY 3 711D AND ON.	ILL DIMINISH LOAD DRA	IN ON AGE	PONER BOX	JACE.	THIS IS A REC	*
·	un innakkiskupusulung ejergelikakiskustaian, seredikkistis desterelikakiskusteret kapaderesser firmasora					PA6C 0021	

GENERAL DYNAMICS CONVAIR DIVISION

19 JUN 1966

3731EX 308-3731EX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	317E 71ME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-4/8 POWER SOURCE	97-90-14-198F Inventer	FAR 7-06349-803	\$240 \$00814	Ę	NO LELAND NO MEE-108-18	******
FAILURE MODE-OUT OF TO OUT A MOISE FILTER INS CORRECTIVE ACTION-ECP	TOLERANCE WITH RESPECT TO FREQUENCY OUTPUT. PREQUENCY COULD NOT BE CALIBRATED USING NATALLED. HARMONIC DISTORTION OF THE UNLOADED INVERTER CAUSED ERRONECUS CALIBRATION. CP ACTION TO PROVIDE NOISE FILTER FOR THE MAPCHE TRAILER EIDSISS.	UTPUT, FREGUENCY COU M.CADED INVERTER CAU THE MAPCHE TRAILER E	SED ERRONE	ALIBRAYED Jub Calibra	COULD NOT BE CALIBRATED USING MAPCHE WITH CAUSED ERROWEGUS CALIBRATION.	
ELECTRICAL-A/B POWER SOURCE	DA971/L3-4WO-D1-EIE HAIN MISSILE BATTERY	CORPOST TE-FRD/DPL	£120 630901	# 5x	YES NO	#1.EF.
FAILURE HODE-OUT OF SE SYSTEM EFFECT-MOME. TO STEMS WERE, REPLACED AS	SPECIFICATION-MISSILE DC VOLTAGE EXCESSIVE WEN ON INTERNAL POMER (32.6VDC). This voltage (32.6VDC) is compatible with all missile bystems except Ge Guidance. Guidance cani as a precautionary measure.	SSIVE WHEN ON INTERH WITH ALL MISSILE BYB	AL POWER (1	12.6 VDC) . 1 GE GUIDA!	KE. GUIDANCE CANI	
WHICLE EFFETT-COMPOS	ONTE DELATED.					
CORRECTIVE ACTION-BAT	MATTERY WILL BE REPLACED PRICE TO FLIGHT.	1.				
ELECTRICAL-A/B POWER SOURCE	50-40-14-103-F INVERTER	74.0 7-06349-803	750		HO LELAND NO	984303
FAILURE MODE-ERRATIC ON ALLOWS A 1.7 WOLF FLO	C CPERATICM. REPORTED FAILURE OF 0.6 FOLTS FLUCTUATION IN OUTPUT HAS NOT FLUCTUATION.	OLTS FLUCTUATION IN	OUTPUT HAS		A FAILURE. SPECIFICATIO	
CORRECTIVE ACTION-WIR	CORRECTIVE ACTION-WTR PERSONNEL WERE ADVISED THAT THIS ANGUNT OF FLUCTUATION WAS DUE. E TEST AND THIS MORNAL.	OUNT OF PLUCTUATION	MA B DUE 10	CM 146 1 MG	TO CHEMEING LOADS DURING MISSE	
ELECTRICAL-A/B POWER SOURCE	5F-90-14-184-F INVERTER-0100E	FAR 7-06349-603	750	# 5	YES LELAND NO MEE 108-16	008769
FA LURE MODE-SHORTED C ALLED AT GO/C TO UP-DAT	D DIODE CR-E RESULTED IN REDUCTION OF DATE THE-BOL INVENTER TO A-BOS. DIOJE	OUTPUT VOLTAGE TO BELOW 110 VAC. THE FAILED DIODE WAS INST WAS BUSPECTED OF BEING BAD WHEN INSTALLED.	LOW 11D VAC	. THE FAIL	.ED DIODE WAS INST	
CORRECTIVE ACTION-RECO	ECOMENDED REVIEW OF IMSPECTION PROCEDURES RESARDING RETEST AFTER REPLACEMENT OF	URED REGARDING REYES	AFTER REI	PLACEMENT	V DIOME.	
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#31874 #308	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$17E 11ME 01F	VEHICLE SITE PRI VENDOR NAME DATE DIF THE DIF OTH VENDOR PART NO	
ELECTRICAL-A/B	37-99-14-19R-C	FAR 7-06548-809	630614	FACTORY	YES LELAND NO MGE-108-16	****
FAILURE MODE-FAILED DU	FAILURE MODE-FAILED DURING OPERATION WHILE BEING SUBJECTED TO 12G VIBRATION IN ENGINEERING TEST LABORATORY. Coopertive action-mass-mo analysis mads. Item Repaired by Engineering.	TO 126 VIBRATION IN ENGINEERING.	CNG1 NEER!	1 182 1831	ABORATORY.	
ELECTRICAL-A/B POMER SOURCE	ZZH63-021/0A943/LE-4MO-01-138 PRECISICN POWER SUPPLY	COHPOST TE-FRD/DPL, E7-6664E-501	1390	2 - E	YES RCA	***************************************
FAILURE MODE-FAILURE B	FAILURE MODE-FAILURE DURING OPERATION. PRECISION POMER SUPPLY FAILURE.	PLY FAILURE.				
SYSTEM EFFECT-OPERATIC	STREM EFFECT-OPERATION STOPS PREMATURELY. ELECTRICAL SYSTEM LOST POMER.	EN LOST PONER.				-
VEHICLE EFFECT-COMPOSITE DELAYED.	TE DELAYED.					
CORRECTIVE ACTION-PONE	CORRECTIVE ACTION-POWER S PPLY REPLACED. (FAR 90-48-237).	a gammanaga esabap edilining digip in yang bepadaman di digip in yang bebagai berakan di digip in yang bebagai		to design of the property of the second		
ELECTRICAL-A/B FOWER SOURCE		7AN 7-06349-8	197-D 630408	FACTORY	YES BENDIX No skst7-15A	*****
FAILURE MODE-ERRAISC OPERATION ABRUPT PIRMED BY EXTENSIVE TESTS AND ANALYSIS.	FAILURE MOE-ERRAIIC OPERATION ABRUPT VARIATIONS OCCURRED IN VOLTAGE OUTPUT AND PREQUENCY. THIS FAILURE WAS NOT CON TRACO BY EXTENSIVE TESTS AND ANALYSIS.	IN VOLTAGE CUTFUT AN	D FREELES	CY. THIB !	ATLURE WAR NOT CON	
CORRECTIVE ACTION-NOWE	CORRECTIVE ACTION-NOWE-REPORTED FAILURE WAS NOT CONFIRMED.		евинда функцияльный общениция		is angelegiste principe del dibende residen appara ante su principe arquines	
ELECTRICAL-A/B POWER SOURCE	AX63-0003-1970/FC-CO-01-0021-001 INVERTER	COMPOST TE-FACTORY 7-06349-3	1970 630404		YES BENDIK No	***
FAILUME MODE-ERRATIC C DICATED ABRUPT VARIATIO	FAILURE MOCE-ERRATIC CPERATION. CHANNELS 35 AND 35 OF MIDUESTERN RECORDER MO. E (115 VAC AND INVERTER PREQUENCY) IN Dicated abrupt variations of up 10 0.3 Vac and a continuous increase of 2 CPS During the Test.	ESTERN RECORDER NO. INCREASE OF 2 CPS D	E (115 VA	C AND INVI	INTER PREQUENCY) IN	
SYSTEM EFFECT-ERRATIC OPERATION.	OPERATION.					
VEHICLE EFFECT-COMPOSE	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED, SYSTEMS LEVEL AND POST-COMPOSITE TESTING REGUIRED.	OST-COMPOSITE TESTIN	A REGULACI	ė		
CORRECTIVE ACTION-REFLACED THE INVERTER.	ACED THE INVERTER.					1
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15 JUN 1966

9981 NO7 81	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRSORNE	TRICAL BYBIEN-AIRBO	Ä			•	
SYSTEM SUG-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME 01F	# 0	VENDOR NUME	
ELECTRICAL-A/B HOMER SOURCE	HG-08-14-178-F INVERTER	FAR 7-06349-8	630326	ET#	2 2	YES DEHDIX NO 32677-13	:
FAILURE MODE-ERRATIC OPEI * MITHIN SPECIFICATIONS OF	FAILURE HODE-ERRATIC OPERATION-VARIATIONS OF D.7 VAC OCCURRED IN OUTPUT VOLTAGE. THIS VARIATION WAS COMFIRMED BUT I 8 MITHIN SPECIFICATIONS OF THE UNIT. THIS VARIATION DOES NOT CONSTITUTE A FAILURE.	ED IN OUTPUT VOLTAGE CONSTITUTE A FAILU	E. THIS V.	MIATION	ت •	OWTHRED BUT 1	الله ورواح الماسانية
CORRECTIVE ACTION-NOME.							•
ELECTRICAL-A/B MOMER SOURCE	AX63-0003-130D/FC-CO-03-0004-02E	COMPOSITE-FACTORY	1300		¥ 68		•
FAILURE MODE-ERRATIC OPES A STATIC LOAD.	TIC OPERATION. THE MIDNESTERN RECORDER INTERNAL AC VOLTAGE	CRNAL AC VOLTAGE TR	NCE 1101C	TED A 0.4	ğ	TRACE INDICATED A D.4 VOLT DROP DURING	
SYSTEM EFFECT-ERRATIC OF	ATIC OPERATION. A D.4 WOLT DROP OCCURRED DURING STATIC LOAD ON INTERNAL AC.	RING STATIC LOAD OF	N INTERMAL	, AC.		-	
WENICLE EFFECT-COMPOSITE	WENICLE EFFECT-COMPOSITE RE-SCHEDULED. SYSTEMS LEVEL AND COMPOSITE RETESTS REQUIRED	POSITE RETESTS REGI	UIRED.				
CORRECTIVE ACTION-ENGINES	-EMCINEERING TESTS INDICATED SATISFACICAT INVERTER OPERATION, HOMENER, THE INVERTER WAS REMLACED.	INVERTER OPERATION,	HOLE YER,	THE INVE	7.7CR	MS REPLACED.	
ELECTRICAL-A/B POWER SOURCE	A X63-0003-130D/FC-CO-03-0004-02E	COMPOSITE-FACTORY	1300		5 5		59068
FAILURE MOE-FAIL DURING OF	DURING OPERATION. THE INTERNAL AND EXTERNAL DC TRACES ON TWE MIDWESTERN RECORDER INDICATED HIGHER. Is leyel.	IL DC TRACES CM THE	HIOWESTE	IN RECORD	X .	DICATED HIGHER	
SYSTEM ELFECT-NOME.	Management of the Control of the Con				1		* * * * * * * * * * * * * * * * * * * *
VEHICLE EFFECT-COMPOSITE	VENICLE EFFECT-COMPOSITE RE-SCHEDULED, POST-COMPOSITE TESTING RESUIRED.	4 REGULAED.					
CORPECTIVE ACTION-THE MAI	MAIN HISBILE DC POLCR BUFFLY (AGE) MA	WAS REPLACED, AND THE POWER BUPPLY FILTER WAS ABJUSTED.	PONER BU	PALY PILT	*	. ABJUSTED.	
ELECTRICAL-A/B PONER SOURCE	A 163-0008-135F/FC-CO-01-0011-031 Inverter	COMPOSITE-FACTORY	135F 630301	·	2 9	TES LELAND	
PAILURE MODE-OLT OF TOLES AGE ELECTRICAL METER, IND UBIED INVENTER,	OF TOLERANCE. AT -23 MINUTES THE 115 VAC PARHHESERS-BOMITONED ON MIDNESTERN RECORDER NO. 2 AND THE TER! INDICATED 117-5 VAC 1.2 ABOVE THE ALLOMABLE TOLERANCE. CAUSE OF FAILURE NAS AN IMPROPERLY ADJ	IRTHBEERS-BONITORED Mable Tolerance, C	ON MIDIE	TERN REC	ORDER D AN	NO. 2 AND THE IMPROPERLY ADJ	
SYSTEM EFFECT-OPERATION TOO HIGH.	100 HIEM.						
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEBULED. SUBSYSTEM AND COMPOSITE RETEST RESUIRED.	IE RETEST RESUIRED.					
						1000	

GENERAL WINHICA

18 10M 1966

STSTEX SUB-SYSTEX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA FOUNCE PART NUMBER	VEHICLE SITE PRI	SITE PRI	VENDOR HAME	
CORRECTIVE ACTION- THE IN	THE INVERTER WAS READJULTED AND SATISFACTORY OPERATION VERIFIED DURING SURSEQUENT COMPOSITE TEATI	ORY OPERATION VERIF	TED DURING 8	UBSEQUENT	COMPOSITE TEATI	***
ELECTRICAL-A/8 POMER SOURCE	P1-800-08-13/ BATTERY	COMPOSITE- J FACT	134F 11 630223	33	randaparaji dada dengan danaka padapatan	10888
FAILURE HODE-FAIL DURING TION SQUIDS HAS ACTIVATED M THE RE-ENTRY VEHICLE CIP	DURING CPERATION. THE BATTERY LOCATED IN THE ATLAS ADAPTER THAT SUPPLIES POMEN TO FIRE THE SEPARA Hyated During the composite and was immediately shorted and discharged due to heversed Polarity i Hele Circuitry.	THE ATLAB ADAPTER T SATELY SHORTED AND	HAT SUPPLIES DISCHARGED DI	PONENTO UE TO HEVE	TIRE THE SEPARA TRED POLARITY I	
SYSTEM EFFECT-OPERATION CTIVA (1984)	SYSTEM EFFECT-OPERATION STOPS PREMATURELY. POWER BOURCE LOST WHEN BATTERY IMMEDIATELY SHORTED AND DISCHARGED UPON TIVA FOM.	IT WHEN BATTERY INNE	DIATELY SHOR'	TED AND UT	SCHARGED UPON A	
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-REDESI	COKRECTIVE ACTION-REDESIGNED RE-ENTRY VENICLE CIRCUITRY AND REPLACE BATTERY.	REPLACE BATTERY.				
ELECTRICAL-A7B POWER SOURCE	AX63-0003-E00D/FC-CO-01-0013-019 INVERTER	COMPOST TE-FACTOR)	2000 \$50222	<u> </u>		9 9 9 9 9
FAILURE MODE-OUT OF TOLE ED 113.4 VAC MIEN 114.5 V ERRONEOUS SETTING.	FAILURE MODE-OUT OF TOLERANCE. TELEKETRY MEASUREMENT ESIY WHICH MONITORS 115 VAC, PMASE A, OF THE INVERTER, INDICAT D 113.4 VAC WIEN 114.5 VAC WAS EXPECTED, THIS MAS CAUSED BY A FAULTY MISSILE ELECTRICAL PAMEL METER RESULTING IM AN ERROMEOUS SETTING.	HICH MONITORS 115 V A FAULTY MISSILE E	AC: PHASE A; LECTRICAL PAP	A, OF THE IN PANEL HETER	the inverter, impicat exter resulting in an	
SYSTEM EFFECT-NOWE.						
VCHICLE EFFECT-COMPOSITE	VCHICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED.	NG REQUIRED.				
CHRECTIVE ACTION-THE MI	CPRECTIVE ACTION-THE MISSILE ELECTRICAL PANEL HETER WAS REPLACED.	PLACED.				
ELECTRICAL-A/B POWER SOURCE	AX63-0003-1380/FC-CO-02-0006-018 INVERTER	COMPOSITE-FACTORY 7-06348-803	1390 630204	88	LELAND	•
FAILURE MODE-OUT OF TOLE TION ALSO OCCURRED ON THE ULTY AGE FREGUENCY MONITO	FAILURE MODE-OUT OF TOLERANCE, THE INVERTER OUTPUT WAS BELOW 113.3 VAC AT VARIOUS TIMES DURING THE TEST. THIS COND. ION ALSO OCCURRED ON THE FIRST COMPOSITE TEST, THE INVENTER HAD BERN ADJUSTED APPROXIMATELY 1.0 VAC LOW DUE TO A FALL. ILY AGE FRESUCHCY MONITOR PANEL.	M 113.5 VAC AT VARI HAD BERN ADJUSTED	DUS TIMES DUS APPROXIMATELI	1.0 VAC	CAT. THIR COND.	
SYSTEM EFFECT-OPERATION TOO LOM.	TOO LOW.					
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED, POST-COMPOSITE TESTING REQUIRED.	e REBUIRED.				
CORRECTIVE ACTION-READJUSTED INVERTER.	BIEG IMMERIER,					
					PAGE DORS	

GENERAL MANICS

19 JUN 1868

ACTION-CHECKOUT PERSONNEL WERE INSTRUCTED IN THE CORPOSITE-FACTORY 1429 BATTTRY DE-OUT OF TOLERANCE PRIOR TO POWER CHAMGEOVER TO INTERNAL, RECORDER INDICATED C. HAXIMUM ALLOMAB''. INPUT VOLTAGE IS SU VCLTI. ECT-HOME. ACTION-NOT KNOWN. ACTION-NOT KNOWN. DE-REPORTED ERRATIC OFENATION DIKE TO CUTPUT VOLTAGE FUNCTUATING. FAILURE NOT COTER INSTRUCTED IN THE CORRECTLY FOLLOMED WHEN REJECTIVE CORRECTLY FOLLOMED WHEN REJECTION-CHECKOUT PERSUMEEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER INVERTER ACTION-CHECKOUT PERSUMMEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER 13 AC-63-0001/38-603-76-73 13 AC-63-0001/38-603-73 CAPTIVE GARTINE TO SELIER INVERTER THE CORRECT USE OF THE INVERTER INVERTER THE CORRECT USE OF THE INVERTER THE CORP.	HO HO AN OUT OF TCLERANCE VOLTAGE
FAILURE WODE-OUT OF TOLERANCE PRIOR TO POWER CHAMGEOVER TO INTERNAL, RECORDER INDICATED AN OOF 33-3 VOC. HAXIMUM ALLOMABY: INPUT VOLTAGE 18 3U VCLTI. SVAIEN EFFECT-COMPOSITE DELAYED, POST COMPOSITE TESTING REQUIRED KITH A NEW INVERTER TO SHOW. VEHICLE EFFECT-COMPOSITE DELAYED, POST COMPOSITE TESTING REQUIRED KITH A NEW INVERTER TO SHOW. LECTRICAL-A/B LECTRICAL	O AN OUT OF TOLERANCE VOLTAGE
WENTCLE EFFECT-COMPOSITE DELAYED. POST COMPOSITE TESTING REQUIRED WITH A NEW INVERTER TO SHOW. CORNECTIVE ACTION-NOT KNOWN. LECTRICAL-A/B A-A9-14-163-F COACH SOUPCE INVERTER-ELECTRICAL NAIN MISSILE PROGEDING NOT CONFILM FAILURE MODE-REMONTED ERRATIC OPERATION DUE TO CUTPUT VOLTAGE FLUCTUATING. FAILURE NOT CONFILM LUMINECTIVE ACTION-CHECKOUT PERSONAGE WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST LUMINECTIVE ACTION-CHECKOUT PERSONAGE WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST LECTRICAL-A/3 AC-63-DODI/32-805-R6-73 CAPTIVE CAPTIVE TO SHOW TO SELLO THE INVERTER AC-63-DODI/32-805-R6-73 CAPTIVE TO SHOW TO SELLO THE INVERTER AC-63-DODI/32-805-R6-73 CAPTIVE TO SHOW TO SHOW TO SELLO THE INVERTER TO SHOW THE INVERTER TEST TO SHOW TO SHOW THE INVERTER TO SHOW THE INVERTER TEST TO SHOW THE INVERTER TO SHOW THE INVERTER TO SHOW THE INVERTER TEST TO SHOW THE INVERTER TO SHOW THE S	TO SHOK SATISFACTORY OPERATIO
VEHICLE EFFECT-COMPOSITE DELAYED. POST COMPOSITE TESTING REQUIRED WITH A NEW INVERIER TO SHOW. CORRECTIVE ACTION-NOT KNOAM. LECTRICAL-A/B A-89-14-163-F TALURE WOEE-REPORTED ERRATIC OPERATION DUE TO CUTFUL VOLTAGE FLUCTUATING. FAILURE NOT CONFILM. FAILURE MODE-REPORTED ERRATIC OPERATION DUE TO CUTFUL VOLTAGE FLUCTUATING. FAILURE NOT CONFILM. LUMBECTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECTLY FOLLOWED WIGH REJECTING. LUMBECTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST T. CAPTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST T. CAPTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST TO ACTION CAPTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST TO ACTION CAPTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TEST TO ACTION CAPTIVE ACTION-CHECKOUT PERSONAGEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVERTER TO ACTION CAPTIVE TO AC	TO SHOK SATISFACTORY OPERATIO
A-A9-14-163-F INVERTER-ELECTRICAL MAIN MISS INVERTER CO-ENATION DIE 70 CUT-U1 THAT THE TEST PROCEDURE HAD MOT CKOUT PERSCHAEL NERE INSTRUCTED I AC-63-DOOL/3E-605-B6-73 INVERTER	
A-A9-14-163-F INVERTER-ELECTRICAL MAIN MISS DE-RENCHTED ERRATIC OPERATION DUE TO CUTFUT TER LEARNED THAT THE TEST PROCEDURE HAD MOT ACTION-CHECKOUT PERSCHACEL NERE INSTRUCTED INVERTER AC-63-0001/32-605-86-73 INVERTER	
R LEARNED THAT THE TEST PROCEDURE HAD NOT CTION-CHECKOUT PERSCHACE NERE INSTRUCTED I AC-63-0001/3E-605-86-73 INVERTER	FACTORY NO LELAND 004878
LUMBECTIVE ACTION-CHECKOUT PERSONNEL WERE INSTRUCTED IN THE CORRECT USE OF THE INVENTER TEST T. LECTRICAL-A/3 AC-63-D001/32-605-D8-73 CAPTIVE 75F SE OMER SQURCE INVERTER 621126 0	CONTINUED BY EXTENSIVE TESTS
AC-63-0001/32-605-56-73 CAPTIVE 75F INVERTER 621126	TEST PROCEDURE AND EQUIPMEN
	ON 34
FAILURE WASE-FAIL DURING UPERATION, AT ENGINE TGHITION THE INVERTER 115 VAC DATA INDICATED A MOMENTARY SPIKE TO 128 VAC. CAUSED BY THE REW 4 AMPERE 1966 INITIATORS MOMENTARILY LOADING DOWN THE GROUND ERVOC. DURING THIS 128T THE INVERTER OF INPUT POMER WAS TROVIDED BY THE GROUND BYSTEM AND HOT A VEHICLEBORNE BATTERY.	NTED A MOMENTARY SPIKE TO 128 NOC. DURING THIS 1287 THE INV
SYSTEM EFFECT-NOME.	
VEHICLE EFFECT-NOWE.	
CORRECTIVE ACTION-NOME.	
FLECTRICAL-A/B AGUEZ-U055/OZ-632-00-13 FLIGHT 13F 6 FONER BOUNCE BOUNCE 621114 -67.	6 YES 100
FAILURE MOE-OUT C/ SPECIFICATION: PHASE A VOLTACE MAS TOO LOW THROUGHOUT THE PLICHT AND IS ATTRIBUTED 13 A FAULTY PRE-COUNTDOMM CALIBRATION OF THE INVERTISA OUTPUT VOLTACE BY MIPCHE.	O IS ATTRIBUTED 15 A FAULTY
BTBTEM EFFECT-OPERATION TOO LOW, PMABE A VCLTAGE DROPPED FROM 114.8 VAC TO 115.4 VAC AT POMEA CHANGEOVER, BPEC CALL 8 out a minimua of 118.8 Lac. No detribental effects nere noted.	FOMEA CHANSEOVER. SPEC CALL
	PASE ODES

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	DIFFICULTIES RE	DIFFICCITIES REVIEW-RUNCIESCAL SYSTEX-AIRBORNE	EN-AINBO	34.2				1
2727EH 308-3727EH	TEST/REPORT NUMBER	NE DATA SOURCE	BOURCE	VEHICLE DATE DIF	VEHICLE BITC PRI	# 0	VENDOR NAME VENDOR PART NO	
VEHICLE EFFECT+NOME.	a atomore ve vez de quação à commentementem velte com to a refundamentem entradorações de culmore, odo	ena a delegioristica delegioristica delegioristica delegioristica delegioristica delegioristica delegioristica	Arian Auto-American	Market Articular Agency Printer Order Printer Order Printer Order Printer Order Printer Order Printer Order Pr	Prov. W. Landanas Mirrito .		A corporate ou generalisation for an agency of the contract of	****
Z ACTION	I- UNICHORAL.		į					
ELECTRICAL-A/B	DA-029/06-8HO-1818 SENSOR	COMPOST 1E-PRD/DPL	FRO/DFL	137	•	3 Q		***
FAILURE MODE-OUT O	OF TOLERENCE, AC LOW VOLTAGE BENSON DRIFTED TO 113.3 DROPOUT, SET POINT WAS 118.3.	OR DRIFTED TO 113.3	DROPOUT.	BET POIN	14.8 118	÷		***
SYSTEM EFFECT-NOME. PROBLEM IN AGE.	. PROBLEM IN ASE.							
VEHICLE EFFECT-COM	VEHICLE EFFECT-COMMIT SEQUENCE AND COMPOSITE ABORTED.							
CORRECTIVE ACTION-	-SENSOR RESET TO 112.3VAC USING 400 CYCLE GENERATOR.	DO CYCLE GENERATOR.			•			
ELECTRICAL-A/B FOMER SOURCE	A-90-14-147-F BATTERY-MAIN WIRSILE	FAR 27-06160-3		621016	¥ 5	₹ ₹	EAGLE-PICHER GAP 4084-3	******
FAILURE MODE-REPOR	FAILURE MODE-REPORTED OUT OF TOLERANCE WHEN BATTERY VOLYAGE DROPPED TO B4.5 VDC DURING MISSILE TEST. DETERMINEU TO BE THE REAULT OF AN CHERLOAD CAUSED BY AN INCERRECTLY CONNECTED STAGING-CAMERA CIRCUIT.	Y VOLTAGE DROPPED TO BY AN INCORRECTLY CO	NACCTED	C DURING I	41351LE T IMERA CIR	EST.	THIS MAN LATER	
CORRECTIVE ACTION-	-PERSONNEL WERE ADVISED TO TEST ANY CAMERA HARNESS FABRICATED IN THE FIELD PRIOR TO APPLICATION OF	NY CAMERA HARNESS FA	BRICATED	H 7HC 7	ELD PRIC	0	APPLICATION OF	
ELECTRICAL-A/B POACR SOURCE	A-9D-14-149-F INVENTER-ELECTRICAL, MAIN MISSILE	FAR MISSILE ET-DS178-1		• 101	2	33	BENDIX SEBTT-EL-M	*****
FAILURE MODE-FAIL AGING CAMERA CIRCUI	DURING OPERATION RESULTING FROM BINDING ROTOR CAUSED BY ONERLOAD WHEN AN INCORNECTLY COMMECTED ST IT SMORT CIRCUITED THE INVERTER.	SINDING ROTOR CAUSED	BY OVER	LOAD WHEN	AN INCOM	RECT	.Y CONNECTED ST	
CORRECTIVE ACTION-	CORRECTIVE ACTION-PERSONNEL INVOLVED IN THE STAGING CANERA WIRING ERROR WERE ADVISED TO TEST ANY WIRING MARNESS Ricated in the Field Before Application of Power,	- CANERA WIRING ERRO	A VERE AL	0418ED 70	TEBT ANY	2	NS HARMESS FAB	
ELECTRICAL-A/B POMER BOURCE	DABIL / OR- GG1 = GG = 13 INVERTER	COHPOS I TE-FRD / DPL	FRO/DPL.	137	•	2 8	· NASA AMERIKA	
FAILURE MODE-BHORT	T (ELECTRIC). INVERTER OUTPUT SHORTED TO GROUND.	ITED TO GROUND.					nga ngapa sang pan	<u> </u>
SYSTEM EFFECT-OPER	STREEM EFFECT-OPERATION TOO LOW, FOWER HAS GUT OF SPECIFICATIONS 1.6 SECONDS AFTER TRANSFER TO INTERNAL.	PECIFICATIONS 1.8 8	ECONDS AF	TER TRAN	FER 10 1	MTER	#F.	
WENTELE EFFECT-COM	VEHICLE EFFECT-COMTDOM ABORTED AND RESCHEDILED.		•					

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	STSTEN SUG-SYSTEM	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	81TE TIME 01F	# O	VENDOR NAME	
	CORRECTIVE ACTION-BHORT C	CORRECTED.						***************************************
	ELECTRICAL-A/B POWER SOURCE	A-86-14-132F Inverter	FAR 27-06176-3	000330		£ 0	LELAND A/B PRO D. MGE 10C-15	***
	FAILURE MODE-OUT OF SPECI	OF SPECIFICATION. INVERTER WOULD NOT NEET VOLTAGE AND FREQUENCY SPECIFICATION IN AUTOMATIC CHECKOU	VOLTAGE AND FREQUEN	CY SPECIFI	CATION I	A OTO	MATIC CHECKOU	
	CORRECTIVE ACTION-NOME TO INVERTERS. ALL SEVEN STALLED IN AUTOMATIC CHECKCUT EBUITHENT AT BASES	CORRECTIVE ACTION-NOME TO INVERTERS. ALL SEVEN UNITS OPERATED SATISFACTORLY WHEN READJUSTED. INPUT FILTERS TO BE TALLED IN AUTOMATIC CHECKOUT ESUIPMENT AT BASES	ED BATTBFACTORLY NH	EN READJU	7ED. 134	7. F.E.	TERS TO BE IN	
	ELECTRICAL-A/B POMER SOURCE	774-450-04-118 INVERTER	COMPOSITE-8 FACT	1130 020926	787	÷ 5		
	FAILURE MODE-ERRATIC OPER 831CE 26 VGC, INDICATED VE	FAILURE MOE-ERRATIC OPERATION. ESIV PHASE A VOLTAGE INDICATED STEPS AND PLUCTUATIONS THROUGHOUT THE TEST. ERSV, MI SSILE 28 VGC, INDICATED YERY SMALL MOVENENTS AT THE TIMES OF PHASE A SHIFTS.	TED STEPS AND FLUCT PHASE A SHIFTS.	UATIONS TH	POUGHOUT	7 F.	EST. 626V. HI	
	SYSTEM EFFECT-ERRATIC CHERATION	ERATION.						
	VEHICLE EFFECT-NOME.							
1	CORRECTIVE ACTION-UNKNOWN	X.						
	ELECTRICAL-A/B POWER BOURCE	A-9N-14-142-C INVERTER	FAR 27-61062	410030	ALTUB	2 2	LELAND MGE-106-15	
	FAILURE MODE-OUT OF TOLEN	OF TOLENAMCE. CAUSED BY SEMBOR TOLENAMCES BEING TOO MARROW, INVENTER RETESTED AND PERFORMED PROPER	BEING TOO HARROW. II	MVERTER RE	7C\$1ED A	ž 2	PORNED PROPER	
	CORRECTIVE ACTION-FAILURE OF	E OF INVERTER NOT CONFIRMED.						
1	ELECTRICAL-A/B POWER BOURCE	A-04-14-1577 INVERTER-ELECTRICAL MAIN HIBBILE	FAR 27-06170-3	620818	07688	88	LELAND MGC-108-18	
	FAILURE MODE-REPORTED FAI IRCUITS, FAILURE NOT CONFI COMPUTER CIRCUITRY.	FAILUME MODE-REPORTED PAILED DURING OPERATION WHEN LAUNCH CONTROL BENSONS INDICATED A MALFUNCTION IN THE INVERTER (REUITS: PAILUME NOT COMPIRMED BY TEST UNDER SINULATED MISSILE LOADS: PROBLEM MAS LATER TRACED TO ASSOCIATED LAUNCH OMFUTER CIRCUITRY:	CHTROL SENSORS TND: LE LONDS: PROBLEM N	CATED A HA AB LATER T	LFUNCTIO RACED TO	7 × × × × × × × × × × × × × × × × × × ×	HE INVERTER C	
<u>-</u> 1	CORRECTIVE ACTION-NOM.							

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	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRSORNE	ECTRICAL SYSTEM-AIRS	ORINE				_
M31676.5Je	TEST/REPORT NUMBER FAILED COMPONENT HAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI	VENDOR NAME	
ELECTRICAL-A/B POWER SOURCE	A-A0-14-140-F INVERTER	7-06846-801	213-D 620828	FACTORY	10	YES LELAND NO MGE-106-15	••••
FAILURE MODE-REPORTE TER DURING MEASUREMEN	FAILURE MODE-REPORTED OUT OF TOLERANCE WITH RESPECT TO FREGUENCY. CAUSED BY ERROR INTRODUCED BY A MALFUNCTIONING ME Ter during measurement. Failure not confirmed.	EGLENCY. CAUSED BY E	ARON INTRO	OUCED BY	A MALF	UNCTIONING ME	
CORRECTIVE ACTION-FA	CORRECTIVE ACTION-FACTORY PERSONNEL REQUESTED TO CHECK ACCURACY OF HETERS BEFORE REJECTING INVERTERS.	CURACT OF METERS BEF	ONE REJECT	ING INVER	TERB.		
ELECTRICAL-A/B MOMER SOURCE	AA62-0081/PE-402-00-178 Battery	COUNTDOMM 27-06359-3	1790	-9420	4 C		0.000
FAILURE HODE-FAIL TO	TO CEASE OPERATION AT PRESCRIBED TIME. BATTERY ACTIVATE READY LIGHT WOULD NOT EXTINGUISM.	BATTERY ACTIVATE REA	DY LIGHT W	OULD NOT	EXTING	ulan.	
SYSTEM EFFECT-IMPROP	PROPER DISCRETE SIGNAL". BATTERY ACTIVATE READY LIGHT WOULD NOT EXTINGUISH.	READY LIGHT WOULD N	OT EXTINGU	ž			
VEHICLE EFFECT-COUNT	VEHICLE EFFECT-COUNTDOAM WAS DELAYED 40 MINUTES HOLD WAS REQUIRED TO CHANGE BATTERY AND CORRECT CIRCUITRY.	REQUIRED TO CHANGE B	ATTERY AND	CORRECT	CIRCUI	TRY.	
CORRECTIVE ACTION-BA	N-BATTERY MIS CHANGED / ND BATTERY ACTIVATE CIRCUITRY WAS CORRECTED.	E CIRCUITRY MAS CORR	ECTED.				
ELECTRICAL-A/B POWER SOURCE	AA82-0081/P2-401-00179 BATTERIES	COUNTDOAN	1790 620825	12 -12640	5 5		
FAILURE MODE-OUT OF D ON SEVERAL PIN COM	OF SPECIFICATION. DURING A NO VOLTAGE CHECKS OF THE CANNON PLUG IN THE RSC STRIEN, -2 VDC MAS FOUN COMBINATIONS DUE TO DEFECTIVE AGEN. DESTRUCTOR BATTERIES.	ECKS OF THE CANNON P	LUG IN THE	RSC SYST	Ť	VDC MAS FOUN	
SYSTEM EFFECT-IMPROP	SYSTEM EFFECT-IMPROPER ANALOG SIGNALS, WOLTAGE WAS INTRODUCED TO THE ATLAS RSC MARNESS.	UCED TO THE ATLAS RS	C HARNESS.				
VEHICLE EFFECT-COUNT	VEHICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED, TOTAL HOLD TIME WAS 113 MINUTES PRIOR TO TEST TERMINATION.	OLD THE MAR 113 HIN	UTES PRIOR	10 1681	TERMEN	ATTON.	
CORRECTIVE ACTION-RE	CORRECTIVE ACTION-REPLACED AGENA BATTERIES.						
ELECTRICAL-A/B POWER SOURCE	ETR LOCAL REPORT/P2-4CO-03-178 SIMMLATOR, ELECTRICAL	COMPOSITE-B FACT	1790	1£ -300	22		****
FAILURE HODE-ERRATIC OR WAS BEING UTILIZED.	: OPERATION, PLUCUATIONS OF D.S VCLTS MAXIMUM WERE OBSERVED ON MISSILE DC POMER. BATTERY SIMULAT).	MAXIMUM WERE OBSERVE	0 04 1118811	NO SE	ER . BA	TYERY SIMULAT	
STRTEM EFFECT-ERRATE	RATIC OPERATION.						
WEHICLE EFFECT-COMPO	WEHICLE EFFECT-COMPOSITE DELAYED SO MINUTES AT T-5 MINUTES.	i					
CORRECTIVE ACTION-DIN	CORRECTIVE ACTION-DURING MOLD THE FLUCUATIONS DECREASED AND THE COUNTDOWN WAS RESUMED. PRIOR TO NEXT TEST A MAIN MI SILE BATTERY WAS INSTALLED SO THAT A TEST COULD BE RUM WITHOUT A BATTERY SIMULATOR CASLE.	NO THE COUNTDONN MAS THOUT A BATTERY SINU	REBUMED.	4 5	#CX7 *	EST A MAIN MI	
mannendelindrikanskaptanskaptanskaptanskaptanskaptanskaptanskaptanskaptanskaptanskaptanskaptanskaptanskaptansk							
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TESTAREPORT NUMBER SUB-SYSTEM FALLED COMPONENT NAME FALLED COMPONENT NAME FALLED DURING OPERATION DUE TO EXCESSIVE NAME FALLURE MODE-REPORTED FALLED DURING OPERATION DUE TO EXCESSIVE NAME/SIS. ALL PARAMETERS WERE MITHIN SPECIFICATIONS UNDER SIMULATE ONE ADDITIONAL PART MANGER ITEN. CORRECTIVE ACTION-EVIDENCE INDICATED THAT THE EXCESSIVE NOISE PR WOULD GIVE SIMILAR FAIL INDICATIONS. BASE PERSONNEL MERE ADVISED PR WOULD GIVE SIMILAR FAIL INDICATIONS. BASE PERSONNEL MERE ADVISED PR WOULD GIVE SIMILAR FAIL INDICATIONS. BASE PERSONNEL MERE ADVISED PR WOULD GIVE SIMILAR FAIL INDICATIONS. BASE PERSONNEL MERE ADVISED PR FARTURE CURRENT IS OVER 800 ANYS FOR APPROXIMATELY 1.8 SECONDS. CORRECTIVE ACTION-PEND DIODE TYPES OR SERIES DIODES RECOMMENDED BILECTRICLA/A MAIN HISSILE INVERTER FAIR CORRECTIVE ACTION-NEW DIODE TYPES OR SERIES DIODES RECOMMENDED BILECTRICLA/A BATTERY PAILURE MODE-SHORT-ELECT- ELECTROLYTE LOST FROM BATTERY AFTER TER	44.4		6178-5 C20817 WAFB YES LELAND 894886	TO EXCESSIVE NOISE OUTPUT, PAILURE NOT CONFIRMED DURING FAILURE A UNDER SIMULATED MISSILE LOADS. THIS FAILURE MODE IS APPLICABLE TO	GABLY ENAMATED FROM THE ARMA GUIDANCE SYSTEM WHICH NOT TO REJECT INVERTERS FOR THIS FAILURE WODE UNTI	620808 WALKER NO LELAND 884887 8178-8 NO WEE-108-18	WAS REPORTED. FAILURE NOT CONTIRNED SINCE NORMAL &	CURRENT OF HORE THAN BOD AMPS IS HORMAL.	6176-3 620800 YES LELAND A/8 PRO 688013 NO D. MGT106-18	OM WOLTAGE OUTPUT.	UT DISAPPROVED BY AIR FORCE. NO ACTION TAKEN. 020731 SCHILLIN YES YARDNEY 898840	6539-3 6 NO 6AP-4084 52 COMPLETION: LEAKASE OF ELECTROLITE WAS ATTRIBUTE
SAME STATES SAME STATES A ***********************************			4E8	NFIRNED DURING FAILU RE MODE IS APPLICABLI	MA GUIDANCE SYSTEM M R THIS FAILURE MODE	23	CONFIRMED SINCE NORM	PS 18 NORMAL.	YES LELAND A/8 NO D. MGE108-18		. NO ACTION TAKEN.	MO 6AP-4084
A-9-14-133-F A-9-14-14-F A-9-14-13-F A-9-14-14-F A-9-14	-			FAILURE NOT CO 108. THIS FAILW	IEO FROM THE AR		. PAILURE NOT	RE THAN 800 AM	6 £0 6 00	.1901.	GEOTSI SCH	. IEAKABE OF EI
TEST/REPORT NUMBER A-SP-14-193-F INVERTER-ELECTRICAL MAIN MISSILE ILED DURING OPERATION DUE TO EXCES ERE WITHIN SPECIFICATIONS UNDER SILE ER ITEN. CE INDICATED THAT THE EXCESSIVE NO INDICATIONS. BASE PERSOPHEL WERE AS S BEEN CHECKED. A-SR-14-144-F INVENTER A-SR-14-144-F INVENTER A-SH-14-134-F MAIN HISSILE INVENTER A-SH-14-134-F MAIN HISSILE INVENTER A-SH-14-134-F MAIN HISSILE INVENTER A-SH-14-141-F A-SH-14-141-F BATTERY A-	10 10 10 10 10 10 10 10 10 10 10 10 10 1	PART NIMBER	FAA E7-06178-3	SIVE NOISE OUTPUT. MULATED MISSILE LOA	ISE PROBABLY ENANAT DVISED NOT TO REJEC	FAR 27-06178-3	D AMPS WAS REPORTED	RTING CURRENT OF HC	FAR 27-06178-3	E TO LOW VOLTAGE OL	NOED BUT DISAPPROME	ET-06339-3 TER TEST COMPLETION
	TESTABLE MINERS	FAILED COMPONENT NAME	A-3P-14-153-F INVERTER-ELECTRICAL MAIN MISSILE	FAILUKE MODE-REPORTED FAILED DURING OPERATION DUE TO EXCESS ALYSIS. ALL PARAMETERS MERE WITHIN SPECIFICATIONS UNDER SID OME ADDITIONAL PART MUNDER ITEN.	CORECTIVE ACTION-EVIDENCE INDICATED THAT THE EXCESSIVE NOI MOULD GIVE SIMILAR FAIL INDICATIONS. BASE PERSOPMEL MERE ALL ASSOCIATED CIRCUITRY HAS BEEN CHECKED.	A-9R-144-F Inverter	RANCE. STARTING CURRENT OF OVER 550 OD AMPS FOR APPROXIMATELY 1.8 SECON	PERSONNEL MERE NOTIFIED THAT A STAR	A-BH-14-134F Main Missile inverter	RANCE, THREE INVERTORS REJECTED DU	ODE TYPES OR SCRIES DIODES RECOMES A-8H-14-141F	BATTERY ET-DES ECT- ELECTROLYTE LOST PRON BATTERY AFTER TEST WITHIN BATTERY WHICH OCCURED AFTER COMMIDDAM.

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8797EX 808-8787EX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	017E 71HE 01F	# 0 # X	VENDOR HANE VENDOR PART NO	
ELECTRICAL-A/B POWER SOURCE B	HG-AB-14-123F UMBILICAL PECEPFACIE	FAR E7-61906-8E7	620724	FACTORY	4 C	YES CANNON NO	******
FAILURE MODE-OUT OF SP	SPECIFICATION, MIBALIGNOENT OF THE MATED PART.	TED PART.					
CORRECTIVE ACTION-RARS ION 97-62 TO PREVENT TH	CORECTIVE ACTION-RARS HG-AB-14-60 AND HG-AB-14-603 RECOMMENDED RECEPTACLE REDESIGN AND UPDATING OF ION 97-62 TO PREVENT THIS TYPE OF FAILURE.	MENDED RECEPTACLE RE	DESIGN AND	UPDATING	8	BURVEY INSTRUCT	
ELECTRICAL-A/B POWER SOURCE	A-01-14-120F INVERTER	FAR 27-06178-3	62 0714	LINCOLN	F 5	YES LELAND A/B PRO NO D. MGE108-15	:
FAILURE MODE-OUT OF TO	OF TOLERANCE. LARGE SPIKES ON THE OUTPUT MAVE PORM. RESULTED IN EXCESSIVE VOLTAGE READING	MAVE PORM. RESULTED	E KCE 8	WE WOLTA	₹ ç	AD1N6.	······································
E FOR CAUSE OF FAILURE.	HONE TO INVERTER, FAILURE MAS MOT CONFIRMED BY TEST, PERSONNEL AT SAME MOTFILL TO LOCK KEST, THEN. .URC.	RMED BY TEBT. PERSON	MEL A: BAB		2	FORM FEET WITH	
ELECTRICAL-A/B POMER SOURCE	A-9R-14-127F Inverter	FAR 27-06178-3	446	MALKER	# Q	LELAND A/B PRO D. MGESD8-15	034
FAILURE MODE-OUT OF SP	OF SPECIFICATION. COULD NOT RENAIN WITHIN FREQUENCY SPECIFICATION.	IN FREGUENCY SPECIFIC	AT10N.				
CORRECTIVE ACTION-NOME	CORRECTIVE ACTION-MONE. THE INVERTER FAILURE WAS NOT CONFIRMED BY	TANED BY TEST. TEST SENSORS AT BASE TO BE CHECKED.	BENSORB AT	BASE TO	D 38	ECKED.	
ELECTRICAL-A/B POWER SOURCE	A-A9-14-121F MAIN MIBBILE INVENTER	FAR 27-06178-3	420707	PACTORY	ž 9	YES LELAND AIRBORN SPESSOON NO E	00000
FAILURE MODE-FAIL DURIN	DURING OPERATION. ARMA YAW-BTEERING FAILED TO PERPORM PROPERLY. THE REPORTED FAILURE WAS UNCONFIR.	ILED TO PERFORM PROPE	RLY. THE RI	PORTED !	7×11-4	IE MAB UNCONFIR	
CORRECTIVE ACTION-NOME, THE BE REPT UNDER BURVEILLANCE.	COARECTIVE ACTION-NOWE, THE PROBABLE PAILURE CAUSE MIGHT HAVE BEEN INTER-SYSTEM INCOMPATIBILITY. THIS ACTIVITY WILL BE REPT UNDER SURVEILLANCE.	HAVE BEEN INTER-8781	EH INCOMPA'	TIBILITY.	Ŧ.	ACTIVITY WILL	
ELECTRICAL-A/B POWER BOURCE	DATI 6/02-640-01-57 INVERTER	COMPOSITE - FRD / DPL.	57F	08 TFR	₽ ₽		
PAILURE MODE-PAIL TO O AND PREVENTED THE BINTS	TO OPERATE AT PRESCRIBED TIME. LAUNCH CONTROL STRICK CHARRIS ART (HIRSILE GROUND PONCR) WAS LOOSE INVERTER PROM STARTIMS.	CONTROL BYBIEN CHABBI	8 ART (M18	2116	9	DATA WAS LOOSE	
						PA6E 0031	_

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	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	LECTRICAL SYSTEM-AIRBO	¥			
. 4.18.EH 8.00-8187EH	TEST/REPORT MUSER FAILED COMPONENT HAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIF	SITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	<u></u>
AVSTEN EFFECT-OPERI	BYBTEM EFFECT-OPERATION DOES NOT START.					******
WENICLE EFFECT-COM	UNTDOMN DELAYED.					
CORRECTIVE ACTION-LOSIC	LOGIC CHASSIS ART WAS TIGHTENED.		٠			
ELECTRICAL-A/B POWER SOURCE	A-94-14-148-F INVENTER	FAR 27-06178-3	420701		NO LELAND NO MGE108-15	•
FALLINE HODE-FAIL I	DURING OPERATION. CAUSED BY SENSOR TOLERANCES SEING TOO MARROM. INVENTER RETESTEC AND PERFORMED P	ERANCES BEING TOO NAR!	IOM. INVER	TER AETERI	IC AND PERFORMED F	
CORRECTIVE ACTION-I	CORRECTIVE ACTION-FAILURE NOT CONFIRMED FIELD PERSONNEL MERE REBUESTED TO CHECK THE LOGIC BENSORS BEFORE REJECTING NYERTERS.	WERE REQUESTED TO CHE	1K THE LOS	IC SENSORS	BEFORE REJECTING	
ELECTRICAL-A/B POWER SOURCE	A-9M-14-136F MAIN MISSILE INVENTER	FAR E7-06178-5	4200 24	*CHILLIN	SCHILLIN YES LELAND A/S PRO 6 NO D WEE-106-15	:
FAILURE MODE-OUT OF	OF TOLERANTE. LON VOLTAGE OUTPUT.					
CORRECTIVE ACTION-NOME,	NOME, FAILURE NOT CONFIRMED BY TEST.					
ELECTRICAL-A/B PONER BOUNCE	A-88-14-126-F Inverter	FAR 27-06178-3	650463	MALKER	YES LELAND AIRBORN NO K PROD. MGE104-13	•
FAILURE HODE-OUT OF	F SPECIFICATION. COMED NOT BE ADJUSTED TO NEET SPECIFICATIONS.	TO MEET SPECIFICATION	ė			
CORPECTIVE ACTION-S VERTER.	CORPECTIVE ACTION-REPORTED FAILURE NOT CONFIRMED BY TEST. BASE INSTRUMENTATION TO BE CHECKED. NO ACTION TAKEN ON IN Exter.	. BASE INSTRUMENTATION	10 BE CH	ECKED. NO	ICTION TAKEN ON IN	
ELECTRICAL-A/B POMER BOURCE	A-80-14-123F INVERTER	FAR 27-06176-3	920622	07588	NO LELAND PRODUCT NO 8 MGE106-15	
FAILURE MODE-OUT OF	' SPECIFICATION OR TOLERANCE- IMPUT CURRENT ABOVE MANAL (EXCEEDING 600 AMPS).	RRENT ABOVE HURHAL (E)	CEEDING 6	00 AMPS) .		
CORRECTIVE ACTION-INVERTER 6E VOLTAGE DROF THROUGH THE	CORRECTIVE ACTION-INVERTER FOUND OK, FAULT CAUSED BY LOW IMPUT VOLTAGE. PROBABLE CAUSE OF REPORTED FAILURE IS A LAR E VOLTAGE DROF THROUGH THE BATTERY-SINULATING CABLE.	IMPUT VOLTAGE, PROBAI	ILE CAUBE	OF REPORTES	FAILURE IS A LAN	
					(0.67 0.00	1-1
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VENDOR NAME ENDOR PART NO	AIRBORN 885806	MOT COM	AIRBORN 885807	e 94 2 207	AIRBORN 895809	Fallum	A178ORN 885808	8 PM E PM E	1 CHER
PRI VENDOR NAME OTH VENDOR PART NO	TES LELAND AIRBORN NO E	STURE MA	YES LELAND AIRBORN NO E	THIS FAIL	SCHILLIN YES LELAND AIRBORN 6 NO E	TION. THE	YES LELAND AIRBORN NO E MGE-106-18	THIS FAIL	TES EABLE PICHER NO
\$17E TIME DIF	ГІЖОГИ	MG. THIS F.	LINCOLN	CIFICATION.	SCHILLIN .	r specific	DYESS	CIFICATION	ATA
VEHICLE DATE DIF	219023	LANT LOAD!!	\$2 0411	9. TO	\$09039	M	420403	OUT OF SPEC	11 80
DIF DATA SOURCE PART NUMBER	TAR MT-Dates	ANE ON DURING PROPEL	FAR 27-06178-3	MCY AND WOLTAGE MAS-	FAR 27-06176-3	REBUENCY AND VOLTAGE THEIR BEHSONS.	FAR 27-06176-3	HETR BENDOMS.	7AR 27-06359-3
TEST/REPORT NUMBER FAILED COMPONENT NAME	HATLE WYERTER	FAILURE MODE-FAIL DURING OPERATION. INVERTER FAIL LIGHT CAME ON DURING PROPELLANT LOADING. THIS FAILURE MAS MOT CON IRMED DURING FAILURE AMALTSIS. CORRECTIVE ACTION-MOME.INVERTERS WILL BE REPT UNDER SURVEILLANCE.	A-96-14-119F MAIN MISSILE INVENTER	FAILURE MODE-OUT OF APECIFICATION, INVERTER GUTPUT PRESUENCY AND VOLTAGE WAS OUT OF SPECIFICATION, THIS FAILURE MAS MOT CONFIRMED BY FAILURE AMALYSIS. CORRECTIVE ACTION-FIELD PERSONNEL MERE REQUESTED TO CHECK THEIR BENSORS.	A-94-14-110F Main Hissile Inverter	FAILURE MODE-OUT OF SPECIFICATION. THE INVERTERS QUIPUT FREQUENCY AND VOLTAGE MAS OUT OF SPECIFICATION. THIS FAILUR WAS MOT COMFIRMED BY FAILURE ANALYSIS. CORRECTIVE ACTION-FIELD PERSONNEL WERE REQUENTED TO CHECK THEIR BEHSORS.	A-D4-14-119F MAIN MISSILE INVERTER	OF SPECIFICATION. INVERTER OUTPUT FRESUENCY AND VOLTAGE WAS OUT OF SPECIFICATION. THIS FAILURE WAS FAILURE ANALYSIS. FIELD PERSONNEL MERE RESUESTED TO CHECK THEIR SENSORS.	SOILE PATTERY
-	A-9!,-14-118F MAIN NIBBILE	DURING OPERATI URE AMALTSIS. WOME.INVERTERS	A-90-14-119F MAIN HISSILE	OF AMECIFICATION. FAILURE ANALTSISFIELD PERSONNEL	A-94-14-119F MAIN MISSILE	SPECIFICATION. THE BY FAILURE ANALYSIS. TELD PERSONNEL WERE	A-99-14 MAIN HI	OF SPECIFICATION. FAILURE ANALYBISPIELD PERSONNEL	A-90-117F MAIN MISSILE
M316Y8-8U6 M316Y8-8U6	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-FAIL DU FIRMED DURING FAILURE CORFECTIVE ACTION-NO	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-OUT OF NOT CONFIRMED BY FAI CORRECTIVE ACTION-PT	ELECTRICAL-A7B POWER BOURCE	FAILURE MODE-OUT OF E MAB MOT COMFIRMED B CORRECTIVE ACTION-FIL	ELECTRICAL-A/B	FAILURE MODE-OUT OF MOT CONFIRMED BY FAIL CONFECTIVE ACTION-FIL	ELECTRICAL-A/B POMER BOURCE

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STEECH CORRECTIVE ACTION-RECOMENDED 1 ATION ON THE MISSILE. ELECTRICAL-A/B A-8H-1 FONER SOURCE MAIN P FAILURE MODE-OUT OF SPECIFICATI E FAILURE WAS A RESULT OF INCOME CORRECTIVE ACTION-MODIFICATION CORRECTIVE ACTION-MODIFICATION FAILURE MODE-OUT OF SPECIFICATION FAILURE MODE-OUT OF SPECIFICATION FAILURE MODE-OUT OF SPECIFICATION FAILURE MODE-OUT OF SPECIFICATION	STRICTLY CONTRICTIVE ACTION-RECOMMENDED THAT FIELD PERSONNEL INTERROGATE THE BATTERY MONITOR CIRCUIT PRICE TO BATTERY INSTALL TION ON THE HISSILE. CETRICAL-A/B MAIN HISSILE INVERTER OUTPUT VOLTAGE LOW, THIS FAILURE IS UNCOMPINED BY FAILURE ANALYSIS. THE PAILURE WORLD OF SPECIFICATION OF MAPCHE DECKS IN ACCORDANCE WITH ECP 3103. ECTRICAL-A/B A-9H-14-116F FAILURE WORL-OUT OF SPECIFICATION OF MAPCHE DECKS IN ACCORDANCE WITH ECP 3103. ECTRICAL-A/B A-9H-14-116F FAILURE WORL-OUT OF SPECIFICATION, INVERTER OUTPUT VOLTAGE LOW. THIS FAILURE IS UNCOMPINED BY FAILURE AMALYSIS. THE PAILURE WORL-OUT OF SPECIFICATION, INVERTER OUTPUT VOLTAGE LOW. THIS FAILURE IS UNCOMPINED BY FAILURE AMALYSIS. THE REPORTED FAILURE WAS A RESULT OF INCOMPATIBILITY BETWEEN LAUNCH OFFICERS CONSOLE AND MAPCHE. FAILURE WORL-OUT OF SPECIFICATION, INVERTER OUTPUT VOLTAGE LOW. THIS FAILURE IS UNCOMPINED BY FAILURE AMALYSIS. THE REPORTED FAILURE WAS A RESULT OF INCOMPATIBILITY BETWEEN LAUNCH OFFICERS CONSOLE AND MAPCHE.	PART NUMBER ROGATE THE BATTERY HON ROGATE THE BATTERY HON RELOW, THIS PAILURE I OFFICERS CONSOLE AND H OFFICERS CO	4E DIF 4ZDSE4 4ZDSE4 13 UNCONFIF 4PCHE. 4ZDSE3 4ZDSE3 4ZDSE3 4ZDSE3 4ZDSE3 4ZDSE3 4ZDSE3	LINCOLN LINCOLN LINCOLN LINCOLN LINCOLN LINCOLN APCHE.	YES BENDIX NO 3EB77-1 AILURE ANAL	VENDOR NAME VENDOR PART NO ATTERY INSTALL BENDIX E AMALYSIS. TM E AMALYSIS. TM E AMALYSIS. TM	
MISSILE. OUT OF 8 A RESULT CTION-HOD	DED THAT FIELD PERSONNEL INTER- 1-9M-14-116F 4AIN MISSILE INVERTER ATTCATION, INVERTER OUTPUT VOLT INCOMPATIBILITY BETWEEN LAUNCH A-9H-14-116F MAIN MISSILE INVERTER FICATION, INVERTER OUTPUT VOLT ESULT OF INCOMPATIBILITY BETWE	INCGATE THE BATTERY HOW FAR ET-08178-1 GE LOM, THIS FAILURE I OFFICERS CONSOLE AND P OFFICERS CONSOLE AND P CAR ET-08178-1 EN-08178-1 EN-LAUNCH OFFICERS CONS	6203E4 6203E4 RECOPTI	LINCOLN LINCOLN LINCOLN RMED BY F APCHE.	TO BATTE YES BENEATH ALUNE AN SERIENE AN SERIENE AN	ERY INSTALL DIK MALYSIS. TH MALYSIS. TH	
-001 OF 8	1-94-14-118F 41N MISSILE INVERTER TICATION, INVERTER OUTPUT VOLT INCOMPATIBILITY BETMEEN LAUNCH ATION OF MAPCHE DECKS IN ACCOR A-94-14-118F MAIN HISSILE INVERTER ESULT OF INCOMPATIBILITY BETWE	FAR RT-08178-1 WE LOW, THIS PAILURE I OFFICERS CONSOLE AND I AMCE WITH ECP 3103. FAR RT-08178-1 KE LOW, THIS PAILURE I EN LAUNCH OFFICERS COM	4203E4 IB UNCONFIL APCHE. 4203E3 ACCIE AND M	LINCOLN LINCOLN RNED BY P APCHE.	YES BEND NO 3281 NO 3281 NO 3281	DIK MALYBIB. TM DIK 77-E1A MALYBIB. TH	N
-0u1 OF 8 A RESULT	TICATION, INVENTER OUTPUT VOLT- INCOMPATIBILITY BETMEEN LAUNCH ATION OF MAPCHE DECKS IN ACCOR ASH-14-118F MAIN HISSILE INVENTER ESULT OF INCOMPATIBILITY BETME	IGE LOM. THIS FAILURE I AME WITH ECF 3103. FAR E7-08178-1 EN LAUNCH OFFICERS CONS AMCE WITH ECP 3103.	APCHE.	LINCOLN LINCOLN APCHE.	AILURE AN	MALYBIS. TH 77-21A MALYBIS. TH	, s
9 20	1-9M-14-11.6F MAIN MISSILE INVERTER FICATION. INVERTER OUTPUT VOLT ESULT OF INCOMPATIBILITY BETWE	FAR EF-D6170-1 IGE LOM, THIS FAILURE I EN LAUNCH OFFICERS CONS	420323 18 UNCONTI	LINCOLN RHED BY 9	YES BENG NO 3281 AILURE AV	DIX 77-ELA MALYBIB. TH	5 0 0
ATLURE MODE-OUT OF SPECIF	FICATION. INVERTER OUTPUT VOLT. ESULT OF INCOMPATIBILITY BETWE	ICE LOM, THIS FAILURE I EN LAUMCH OFFICERS COMS ANCE WITH ECP 3103.	IS UNCONTI	RHED BY F	A LURE AN	MLY818. TH	
CORRECTIVE ACTION-MODIFICATION OF	ATION OF MARCHE DECKS IN ACCORDANCE WITH ECP 3103.						
FONCE SOURCE FONCE SOURCE FAILURE POCE-OUT OF SPECIF FENCED AN APPROXIMATE P VAC	ACGE-0353/B3 INVERTER QE0511 -10.5 NO PECIFICATION. AT CHANGEOVER PROM EXTERNAL TO INVERTER FOLITION AND THE INVERTER VOLTAGE EXPER	FLEGHT TO INTERNAL HIS	1270 020511 1270 1870 1870	8-3 -10.9 7 HE INV	YES NO NO ERTER VOL	LTAGE EXPER	
ENCED ON APPROXIMATE E VAC BYSTEM EFFECT-OPERATION TO	E VAC GUIPOT INCREASE AND ING MOLITY ON TOO HIGH.	NE REMINED BLIGHTLY I	DAGE BACK	17 I CA 7 I ON	THROUGH	out flient.	
VEHICLE EFFECT-INPROPER TR. CHOVER DURING FLIGHT. CORRECTIVE ACTION-UNKNOWN.	VEHICLE EFFECT-IMPROPER TRAJECTORY, THE MIGH AC VOLTAGE TO THE MISSILE AUTOPILOT RESULTED IN A SLIGHT EXCESS IN PLT Mover During Flight. Corrective action-unringhi.	TO THE MISSILE AUTOFIL	OT RESULT	8 4 8	LIGHT EX	F14 IN P14	
ELECTRICAL-A/B A	A-90-14-109F Main Hissile inverter	FAR 87-06170-5	620425	DYE	YES LELAND NO E	AND AIRBORN	•
FAILURE MODE-OUT OF BAKCIF! LTBIB.	PECIFICATION. INVENTERS OUTPUT FREQUENCY HAS REPORTED BY MAPCHE BUT UNCONFIRMED BY FAILURE AND	IVENCY WAS REPORTED BY	MAPCHE BU	T UNCOUPT	RMCD BY F	PAILURE AND	
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97.5TEM 8UB-87.5EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE DATE DIF	\$116 71HE DIF	E H TO	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-ECP	COMEECTIVE ACTION-ECP 8041 PROVIDES A FILTERED CHECK POINT OF THE INVENTER OUTPUT FOR MAPCHE WHICH SMOULD FILTER UN WANTED HARWONICS THAT HAVE TRIGGERED MAPCHE WITH FALSE INDICATION.	HT OF THE INVENTER O	TPUT FOR I	APCHE WH	# ± 51	OULD FILTER UN	
ELECTRICAL-A/B	A-9H-14-116F MAIN MISSILE INVERTER	FAR 27-06178-1	917029	9H1771H8	2 2	BENDIX	40 60 60
FAILURE MODE-OUT OF SP E REPORTED FAILURE WAS	F SPECIFICATION. INVERTER OUTPUT VOLTAGE LOW. THIS FAILURE IS UNCONFIRMED BY FAILURE AMALYSIS. F: WAS A RESULT OF INCOMPATIBILITY BETWEEN LAUNCH OFFICERS CONSOLE AND MAPCHE.	GE LOM. THIS FAILURE N LAUNCH OFFICERS CO	18 UNCOUFT	RHED BY APCHE.	PAILUR	E AMALYBIS. P.	
CORRECTIVE ACTION-MODI	MODIFICATION OF MAPCHE DECKS IN ACCORDANCE WITH ECP 5105.	ANCE WITH ECP 5103.					
ELECTRICAL-A/B POWER SOURCE	AESE-0318/85-401-00-188	COUNTDOWN	1290	S - G	7E\$		696 700
FATLURE HODE-OUT OF TO	FAILURE HODE-OUT OF TOLERANCE. INVENTER OUTPUT HIGH AFTER TRANSFER TO INTERIAL.	R TRANSFER TO INTERN	نِ				,
SYSTEM EFFECT - OPERAL	SYSTEH EFFECT - OPERATION TOO HIGH, HIGH PHASE A VOLTAGE.	•					
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-NOME.				***************************************			
ELECTRICAL-A/B POMER SOURCE	AE62-0318/83-401-00-129 Inverter	7.1847	1290	8 - 8 0 8 - 1	£ 5		0040
FAILURE MODE-OUT OF SP 8 SET TO 117-3 VAC. TO	SPECIFICATION OR TOLERANCE THE MISSI TOLERANCE IS 113.5 TO 116.7 VAC.	THE MISSILE INVERTER VOLINGE WAS SET ABOVE TOLERANCE. THE VOLINGE WA	WAS SET ABO	WE TOLES	ANCE.	THE VOLTAGE WA	
STSTEM EFFECT-OPERATIC	ATION TOO HIGH. PHASE A VOLTAGE REHAINED AT A HIGHER THAN NORMAL VALUE THROUGHOUT THE FLIGHT.	ED AT A HIGHER THAN	HORMAL VALI	A THROW	1 1004	HE FLIGHT.	
VEHICLE EFFECT-IMPROPER TRAJECTORY ER THAN MAS PLANKED, RESILTING IN A	ROPER TRAJECTORY THE HIGH WOLTAGE AFFECTED THE FLIGHT CONTROL BYSTEN AND CAUSED A GREATER PITCHOW, RESILTING IN A CHANGE IN TRAJECTORY. MISSION WAR SUCESSFULLY ACCOMPLISHED.	CTED THE FLIGHT CONT MESSION WAS SUCESS!	NOL AYSTEN ULLY ACCOM	AND CAUS	4 83	REATER PLICHOV	
CORRECTIVE ACTION-NOME.	ù						- 1
ELECTRICAL-A/B POMER BOURCE	HG-98-14-114F MAIN MEDBILE BATTERY	FAR 27-06359-3	660409	g.	ž 2	YES EAGLE PICHER NO	
FAILURE MODE-FAIL TO C	TO OPERATE AT PRESCRIBED TIME. LOW TEMPERATURE THERMOSTAT WOULD NOT CLOSE AT 85 DESREES PAMRENHEI	PERATURE THERMOSTAT	MOULD HOT	LOSE AT	•• ••	ACCO PAHRENICI	
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	SYSTEM SUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$17E TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	<u></u>	
	CORRECTIVE ACTION-RELIAB	CORRECTIVE ACTION-RELIABILITY GENERATED RAR HG-88-14-801 REBUESTING THE VENDOR	BUEBTING THE VENDOR	TO TAKE	HHED! ATE	CORR	TO TAKE IMMEDIATE CORRECTIVE ACTION.	•	
	FLECTRICAL-A/B POWER SOURCE	0A707/E1-6HO-06-13 INVERTER	COMPOST TE-FRD/DPL 27-06178-1	15F 62040T	u	£ 45	YES BENDIX NO REBT7-81A	•	
	FAILURE MODE-FAILED DURI	LED DURING OPERATION. INVENTER FAIL INDICATION RECEIVED AT POWER TRANSFER TO INTERNAL.	ION RECEIVED AT POM	ER TRANSFI	ot st	FRHAL	•		1
	STSTEM EFFECT-OFERATION WEHICLE EFFECT-COMPOSITE	TRATION DOES NOT START. MISSILE PAILED TO TRANSFER TO INTERMAL POWER DURING COMMIT SEQUENCE.	RAHSFER TO INTERNAL	POLER DU	TING COM		avence.		
	CORRECTIVE ACTION-UNKNOWN.	M. (FAR 90-14-110)							
	ELECTRICAL-A/B POWER SOURCE	DA707/E1-6HO-D3-15 INVERTER	COMPOST TE-PRD/DPL E7-06178-1	15F	# 5	£ 2	BEND1X 22877-21A	00	
	FAILURE HODE-FAIL DURING	L DURING OPERATION. INVERTER FAIL INDICATION RECEIVED AT POMER TRANSFER TO INTERNAL.	N RECEIVED AT POLER	TRANSFER	TO INTE	IMAL.			
	SYSTEM EFFECT-OFERATION	SYSTEM EFFECT-OPERATION DOES NOT START. MISSILE FAILED TO TRANSFER TO INTERNAL POWER DURING COMMIT SEQUENCE.	RANSFER TO INTERNAL	POWER DU	TING COM	11 96	eUENCE.		
	WEHICLE EFFECT-COMMIT SE	CHHIT SEALENCE AND CLAHOSITE ASCRIED.							
	CORRECTIVE ACTION-UNKNOWN.	M. (FAR 90-14-110)							
	ELECTRICAL-A/B	A-90-14-110F Main Missil Inventer	FAR 27-06178-1	19F 620406	E 5	¥ 6	YES BENDIK NO	***************************************	
	FAILURE HODE-OUT OF SPEC	SPECIFICATION. IMMERTER OUTPUT VOLTAGE REPORTED LOM, UNCONFIRMED BY FAILURE AMALYBIB, AM IDENTI Mith a second part manber on the same missile.	REPORTED LOM, UMCOM	FIRMED BY	FAILURE	A NY. L.Y	bia. AN IDENTI		
	CORRECTIVE ACTION-AN ATTENT WILL	IEMPT WILL BE MADE TO DUPLICATE THE TEST AT ANOTHER SITE, 40/C TO CONTINUE STUDY OF THE PROS	TEST AT ANOTHER BITE	E. 60/C 10) CONTIN	A. 9.TU	DY OF THE PROB		
•	ELECTRICAL-A/8 POMER SOURCE	AABZ-0046/P64CO-03-FE MAIN MIBBILE BATTERY	CO4FOSTTE-J FACT 27-06359-3	1040 020329	¥ .	£ 8	EAGLE-PITCHER GAP 4000A	1	
	FAILURE MODE-SHORT-ELECT	FAILURE MOSE-SHORT-ELECT. THE MAIN BATTERY DROPPED E YDC AFTER ACTIVATION, PRIOR TO STABILIZ F no more than i ydc is expected. The cause of this drop has a smorted cell in the battery.	AFTER ACTIVATION, PRIOR TO STABILIZING AT 28.8 VDC	ON TO STAT	11L121MG	AT 20	. WEC A DROP		
1	SYSTEM EFFECT-OPERATION A DROP OF NO HORE THAN S	RATION TOO LOW. THE MAIN BATTERY DROPPED & VDC AFTER ACTIVATION PRIOR TO 6TABILIZING AT 20.5 VDC. THAN 1 VDC IS EXPECTED.	VDC AFTER ACTIVATION	40 FF 10	10 STABIL	#12T	AT 20.5 VDC.		
	WHICLE EFFECT-COMPOSITE	OMPOSITE DELAYED. 8 MINUTES RECYLE.							

GENERAL DYNAMICS CONVAIR DIVISION

15 Jun 1966

	TRET/REPORT MUMBER	DIF DATA SOURCE	VEHICLE	BITE PRI	VENDOR HAME	
SUG-BYBTEN	FAILED COMPONENT NAME	PART NUMBER	DATE DIF TIM	TIME DIT	VENDOR PART NO	004400
CORRECTIVE ACTION-NONE.						
ELECTRICAL-A/D POWER SOURCE	AR141-0-1-124/FC-4CO-02-124 INVERTER	COMPOSITE-FACTORY 7-06349-801	1240 620320	<u>9</u> 9	LELAMO	099670
FAILURE MOE-OUT OF TOLI	OF TOLERANCE, THE INVERTER CUTPUT VOLTAGE WAS 118.2 VAC. A MAXIMUM OF 117 VAC 18 ALLOWED. THIS PRO- USING A VOLTHETER NOT HAVING A CALIBRATION CURVE, TO SET UP THE INVERTER OUTPUT.	GE WAS 118.2 VAC. A MA TION CURVE, TO SET UP	THE INVENTER	VAC 18 ALI	LOWED, THIS PRO	
SYSTEM EFFECT-OPERATION TOO HIGH.	100 HISH.					~~~
VEHICLE EFFECT-COMPOSITI	VEHICLE EFFECT-COMPOSITE RESCHEDULED. PARTIAL COMPOSITE RETEST PERFORMED.	RETEST PERFORMED.				~~
CORRECTIVE ACTION-THE IN	CORRECTIVE ACTION-THE INVERTER WAS RE-ADJUSTED AND THE PROCEDURE CHANGED TO USE THE ELECTRICAL SYSTEM TEST EQUIPMEN HETER TO SET UP THE INVERTER OUTPUT. THIS METER HAS A CALIBRATED CORRECTION FACTOR CURVE.	ROCEDURE CHANGED TO US	E THE ELECTRI	CAL BYSTEI	M TEST COULPMEN	
ELECTRICAL-A/B	CT-98-14-002F MAIN MISSILE INVERTER	FAR 7-06349-601	620319 ETR		YES LELAND ATRBORN 895834	885834
CORRECTIVE ACTION-NOWE. ANALYSIS DETERMINED TO GHLY THE FAILURE HIGHT NOT HAVE BEEN REPORTED.	CORRECTIVE ACTION-NOWE. ANALYSIS DETERMINED THAY A HUMAN EARCR HAD CACARRED. HAD THE STRIEM BEEM CHECKED WORE THROW HLY THE FAILURE HIGHT NOT HAVE BEEN REPORTED.	EANOR HAD CACURRED. P.	AD THE BYATER	BEEK CHE	CKED MORE THROU	
ELECTRICAL-A/D POWER SOURCE	AA62-0045/P4-4C0-04-F1 INVERTER	COMPOSITE-J FACT 7-06349-801	1040 36A	≩ ≩	LELAND MGE108-14	*****
FAILURE MOCHERRATIC OF	FAILURE MOC-ERRATIC OPERATION, PHASE A WOLTAGE WAS VARYING D.4 VAC PEAK-TO-PEAK AT D.2 CPS. THIS OCCURRED ALSO AFF ER CHANGING THE INVERTER. THE PROBLEM ONLY OCCURRED ON INTERMAL POMER.	ING D.4 VAC PEAK-TO-PE TERNAL POAER.	AX AT 0.2 CP1	. THIS OC	CURRED ALSO AFT	
SYSTEM EFFECT-ERRATIC OF	SYSTEM EFFECT-ERRATIC OPERATION. PHASE A VOLTAGE WAS VARYING D.4 VAC PEAK-TO-PEAK AT D.2 CPS ON INTERNAL POMEN.	TING 0.4 VAC PEAK-TO-F	EAK AT O.E CF	S ON INTE	RHAL POMER.	
VEHICLE EFFECT-NONE.					 ~	
CORRECTIVE ACTION-SUSPER	CORRECTIVE ACTION-SUSPECTED INTERACTION BETWEEN 6/RO HEATER NAGMETIC AMPLIFIERS AND INVERTER NAGMETIC AMPLIFIER.	TER MAGNETIC AMPLIFIER	S AND INVERTE	R MACNETI	C AMPLIFIER.	
ELECTRICAL-A/B POMER SOURCE	SP-68-14-105F MAIN WIBBILE INVENTER	FAR 7-06349-601	1040 ETR 020307		YES LELAND AIRBORN NO E	ļ
FAILURE MODE-OUT OF SPEC CONTINUE SY FAILURE AMAL	FAILURE MOE-OUT OF SPECIFICATION, INVERTER OUTPUT VOLTAGE AND PRESUENCY FLUCTUATION, THE REPORTED FAILURE WAS NOT OMFIRMED BY FAILURE ANALYSIS.	HE AND PRESUENCY FLUCT	UATION. THE R	EPORTED P	AILURE WAS NOT	
					PAGE DOST	

GENERAL LINAMICS CONVAIR DIVISION

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27275		DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	# X					
\$UB-5.5TEM	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE	VEHICLE SITE PRI DAYE DIF TIME DIF OTH	817E 71ME 01F		VENDOR NAME		
CORRECTIVE ACTION-FIELD SUI	SUPERVISION WAS REQUESTED TO RECHECK INVERTER TEST EQUIPHENT FOR PROPER OPERATION.	CK INVERTER TEST EGU	IPHENT FOR	PROPER	SERA	710k.	*****	
ELECTRICAL-A/B APPOMER SOURCE IN	AR141-0-1-128/FC-4CO-01-128 INVERTER	COMPOSI TE-PACTORY	1280		₹ ₹	LELAND	•	
FAILURE MODE-OUT OF TOLERAN TOLERANCE OF 113 VAC FOR API	FAILURE MODE-OUT OF TOLERANCE. THE INTERNAL AC VOLTAGE, PHASE A, INDICATED VOLTAGES EQU TOLERANCE OF 113 VAC FOR APPROXIMATELT 8 SECONDS FOLLOWING POMER CHANGEOVER TO INTERNAL.	ASE A, INDICATED VOL.	WOLTAGES EQUAL TO INTERHAL.	L TO AND	BELO	TO AND BELOW THE MINIMUM		
BYSTEM EFFECT-OPERATION TOO LOW.) LOW.							
VEHICLE EFFECT-COMPOSITE NE	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. SYSTENS LEVEL AND COMPOSITE RETESTING REQUIRED.	OPPOSITE RETESTING R	EQUIRED.					
CORRECTIVE ACTION-THE INVEST	THE INVERTER OUTPUT WAS READJUSTED.							
ELECTRICAL-A/B AS	ASG-14-108F HAIN MISSILE INVERTER	FAR 27-06178-3	53F 620303	DYESS	# Q	LELAND AIRBORN	17256	
PAILURE MODE-OUT OF SPECIFI FAILURE AMALYBIS.	SPECIFICATION. INVERTER OUTPUT FREQUENCY AND VOLTAGE WAS REPORTED BY MAPCHE BUT NOT CONFIRMED	CT AND VOLTAGE MAS R	EPORTED BY	KAPCHE	¥ 5	DI CONTIRMED B		
CCRECTIVE ACTION-ECP BD41 WANTED HARHONICS THAT HAVE	CCRRECTIVE ACTION-ECP BOAL PROVIDES A PILIERED CHECK POINT OF THE INVERTER OUTPUT FOR MAPCHE WHICH SHOULD FILTER UN	OF THE INVERTER OUT	PUT FOR HA	PO # 1943	*	DALD FILTER UN		
ELECTRICAL-A/B AC	AD62-0018/DA673/01-502-00-66 Inverter	COUNTDOMN E7-06178-3	66E 6202E3		¥ 6	LELAND MGE108-18	75:	
FAILURE MOE-FAIL DURING OPERATION GEINAL INVERTER VOLTAGE (117.3 VDC).	FAILURE MODE-FAIL DURING OPERATION. A MIBBILE INVERTER FAULT MAS RECEIVED 25 SECONDS AFTER COMMIT START BUE TO A Ginal inverier voltage (117.3 VDC).	LT WAS RECEIVED ES S	ECONDS AFT	ER COMI	1 874	ET BUE TO A MA	,	
SYSTEM EFFECT-OPERATION TOO MIGH.	D HIGH.							
VEHICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED.	JORTED AND RESCHEDULED.							
CORRECTIVE ACTION-UNKNOWN.								
ELECTRICAL-A/B DA POMER SOURCE IN	DA673-02-640-15-03 Inverter	COMPOST TE-PRO/DPL	37		33			
FAILURE MOE-OUT OF TOLERAN	TOLERANCE. HIBBILE INVERTER VOLTAGE INDICATOR MENT RED.	DICATOR WENT RED.						
SYSTEM EFFECT-MOME.								
VEHICLE EFFECT-COUNTDOMM ABORTED AND RE-SCHEDULED.	IONTED AND RE-BCHEDULED.			٠				
						PAGE DOSA		

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9981 Nof 61

*415**	TENTANTED NUMBER DIT DATA BE	DIF DATA BOURCE	VEHICLE	3116	=	Z X	
#31414-804	FAILED COMPONENT NAME	PART NUMBER	. 1	TIME 019	OTH VENDOR PART NO	PAR1 NO	
CORRECTIVE ACTION-COMPA	COMPARATOR READJUSTED.						220740
ELECTRICAL-A/B PONER SOURCE	A-9F-14-1000F	7.A.R R7-06688-4	620212	MARREN	YES EAGLE PICHER NO	CHER	
FAILURE MODE-ELECTRICAL	L BHORT CIRCUITING CAUSED EXCESSIVE HEATING AND ULTIMATE BATTERY DESTRUCTION.	HEATING AND ULTIMATI	E BATTERY E	DESTRUCTI			
CORRECTIVE ACTION-RELLI	RELIABIL;TY GENERATED RAR 9F-14-651 RECCHMENDING DEBIGN CHANGES AND IMPROYED VENDOR GUALITY CONTR	DINGHOING DEBIGN CHAI	46ES AND 11	WPROVED !	PENDOR BUALITY	v coets	
ELECTRICAL-A/B	ALEE-0193/82-4MO-01-137 UMBILICAL COMMECTOR	COMPOST TZ -FRD/DPL	1370 620208	20	YE.9		883324
FAILURE IKOE-OPEN ELECT	ELECT. FAILURE TO TRANSFER TO INTERNAL PRESSURE CAUSED COMMIT STOY. FAILURE CAUSED BY AN OPEN CIR	PRESSURE CAUSED COPP.	17 870°. F	ATLURE CI	NUSED BY AN CI	PEN CIR	
SYSTEM EFFECT-OPERATION DOES NOT START.	N DOES NOT START.						
VEHICLE EFFECT-NOME.		,					
CORRECTIVI ACTION-NOME.	•		Man A Cont over Indicated to 19 1 194				
ELECTRICAL-A/B FOWER SCURCE	A-90-10-030f - Batterk	7.4.7 7.08080-7	PEDIES	ETH	YES YARDNEY NO	•	003961
FAILURE MODE-SHORT (ELL DETECTED IN ONE OF THE I CORRECTIVE ACTION-IN FI DATTERIES AT THE SITE.	T (ELECT). BATTERY WAS CHARGED WIEN RECEIVED AT ETR ON 12-14-81. C" 1-31-62 AM INTERNAL SMORT MAS THE MINETEEM CELLS. THE NINETEEM CELLS. THE FEBRUARY 1962 ONE DEPARTMENT ACCEPTED RESPONSIBILITY OF MAINTAINING AN OPTIMUM QUANTITY OF THIS SITE.	IVED AT ETR ON 12-14 D RESPONSIBILITY OF	-41. 74 12.	SI-EE AN	INTERNAL SHO INUM BUANTITY	AT THE	
ELECTRICAL-A/B POWER MANRCE	H6-88-14-097F BATIERY	FAR 87-06089-8	620127	CJR	YES EAGLE P	PICHEA C	:
FAILURE HODE-ELECTRICAL TE CIRCUIT HORMALLY WILL CORRECTIVE ACTIOM-VENDOR MILL ELEMINATE RECUMBER	FAILURE HODE-ELECTRICAL SHORT CIRCUIT IN THE BATTERY ACTIVATE CIRCUIT. PROLONGED ACTIVATE CURRENT WAS DRAWN, ACTIVA E CIRCUIT HORMALLY WILL OPEN FOLLOWING ACTIVATE, BATTERY WAS PROPERLY ACTIVATED. CORRECTIVE ACTION-VENDOR WILL REHOVE (THE COMMON WIRE) FROM THE IMMEDIATE AREA OF THE ACTIVATE RESISTOR BLOCK, THIS	VATE CIRCUIT. PROLON- MAS PROPERLY ACTIVAT ON THE IMMEDIATE ARE GE BATTERY ACTIVATE	GED ACTIVA ED. A OF THE AV	TE CURRE	NI MAS DRAMM. HESISTOR BLOC OFF ACTIVATI	ACTIVA IX. THIS ON POWE	
A AFTER S SECONDS) .					<u>\</u>	PA&E 003\$	

CONVAIR DIVISION

13 JUN 8164

FOLLORE WORE—OUT OF ENTECTED VALUE. PHASE A VOLTAGE HAS ABOVE HOWINAL SPECIFIED VOLTAGE. FAILURE WODE—OUT OF ENTECTED VALUE. PHASE A VOLTAGE HAS ABOVE HOWINAL. ENCESA VOLTAGE. WENICLE EFFECT—OPERATION TOO HIGH. PHASE A VOLTAGE HAS ABOVE HOWINAL. ENCESA VOLTAGE. VEHICLE EFFECT—IMPROPER TRAJECTORY. THE ABOVE—NOMINAL PHASE A VOLTAGE THROUGHOUT BOOSTER PHASE CAUSED 1.7 DEGREESE EXCESSIVE PITCH-DOWN TO EFFECT OF VOLTAGE LEVEL ON PITCH PROCRAM. MOMEVER, THERE HAS NO EFFECT ON IMPACT PREDICTION. CORRECTIVE ACTION—NOME—LAKINDAN. ELECTRICAL—AS FAILURE HORD—ERRATIC OPERATION. INVENTER PRESIGNAY DISPLAYED TRAMSITORY AMERICAN AT SECO AND VEGO. LEVELS WERE SATISFICATED FOR SOURCE FAILURE HORD—ERRATIC OPERATION. INVENTER PRESIGNAY DISPLAYED TRAMSITORY AMERICAN BECORE AND VEGO. LEVELS WEHLE EFFECT—NOME. VEHILLE EFFECT—NOME.	AEBE-0073/83-401-00-13E FLIGHT 132D B-5 NO BENDIX INVERTER WPECTED VALUE. PHASE A VOLTAGE HAS ABOVE HOWINAL SPECIFIED VOLTAGE. ON TOO HIGH. PHASE A VOLTAGE HAS ABOVE HOWINAL. ENCESS VOLTAGE. ER TRAJECTORY. THE ABOVE-NOMINAL PHASE A VOLTAGE THROUGHOUT BOOSTER PHASE CAUSED 1.7 DEGREES E EFFECT OF VOLTAGE LEVEL ON PITCH PROGRAM. HOMEVER, THERE MAS NO EFFECT ON IMPACT PREDICTION. E-LAKHOLM. ACBS-D073/83-401-00-13E FLIGHT 13ED 83 YES BENDIX INVERTER GEOLOGY BISPLAYED TAANSITORY IMCREASES AT SECO AND VECO. LEVELS WERE SAT FIRE THE TRANSIENTS.	FLIGHT TE HOWINAL SPECIFIES A VOLTAGE THROUGHO AND VOLTAGE THERE AND TAANBITORY INCREASE FLIGHT	1320 620153 9 VOLTAGE 17 BOOSTE WAS HO E 1320 620123	B-B-B-B-B-B-B-B-B-B-B-B-B-B-B-B-B-B-B-	NO BENDIN NO BENDIN NO BENDIK NO LEVELS	P-5 NO BENDIX PHASE CAUSED 1.7 DEGREES E FECT ON IMPACT PREDICTION. B3 YES BENDIX B66 NO BMD VEGO. LEVELS WERE SAT MILLING YES LELAND AIRDORN MILLING YES LELAND AIRDORN	
FAILURE MOSE-OUT OF ENPECTED LALUE, PHASE A VEHICLE EFFECT-OPERATION TOO HIGH, PHASE A VEHICLE EFFECT-INPROPER TRAJECTORY, THE A XCESSIVE FITCH-DOMN TO EFFECT OF VOLTAGE LECTRICAL-A/B AGGE-DOTS/83-401 POMER SOURCE INVENTER INFERTER FAILURE MOSE-ERRATIC OPERATION, INVENTER 18F NCTORY BEFORE AND AFTER THE TRANSIENTS. VEHICLE EFFECT-NOME.	BE A VOLTAGE NAB ABOYE A VOLTAGE NAB ABOYE ABOYE-NOMINAL PHASE LEVEL ON PITCH PROGN 01-00-13E A PREBUENCY DISPLAYED 8.	R HOWINAL SPECIFIES HOMINAL, ENGES VO A VOLTACE THROUGHO IAM. NOMEVER, THERE FLIGHT 1 TAAMSITORY INCREA	TAGE. TAGE. JAGE. JA	B B PHASE CO	INVSED 1	ANEDICTION. MOIK LAND AIRUGH	
VEHICLE EFFECT-LHPROPER TRAJECTORY, THE A KCESSIVE PITCH-DOWN TO EFFECT OF VOLTAGE L CORRECTIVE ACTION-MONE-LHMINDAN, ELECTRICAL-A/B FOMER SOURCE INVERTER FAILURG MODE-ERRATIC OPERATION, INVERTER ISFACTORY BEFORE AND AFTER THE TRANSIENTS. SYSTEM EFFECT-NOME. VEHICLE EFFECT-NOME.	ABOVE-NOMINAL PHASE LEVEL ON PITCH PROCA 01-00-13E R PREQUENCY DISPLAYED 8.	A VOLTACE THROUGHO	13 BOOSTE WAS NO E 13 ED 62 D1 E3	PFECT ON 1	INPACT I	PREDICTION, NOIR ELB WERE BAT LAND AIRUGHN	
-ERRATIC ORE AND A 1-NOKE, CT-NOKE,	01-00-13E R PREDUENCY DISPLAYED 8.	PLICHT TRANSITORY SHORES	620123 620123 Kb AT BE	83 E86 CO AND VEC	761 BE	MOIR ELB MERE BAT LAND AIRUCHN	
	R PREQUENCY DISPLAYED 8.	TAANSITORY SHCREAS	A T RE	CO AND VEC		ELB WERE BAT	
SYSTEM EFFECT-MOME. WEMICLE EFFECT-NOME.						LAND ATRUCKH	
WEMICLE EFFECT-NOWE.						LAND ATREGEN	
						LAND ATRUORN	
CORPECTIVE ACTION-NOME.						LAND ATRUORIN	
ELECTRICAL-A/B A94-14-100F POWER SOURCE: INVERTER		FAR 27-04176-3	22F 920118	#HILING	37.58.05		•
FAILURE HODE-OUT OF TOLERANCE, JAPCHE INDICATED INVERTER OUTPUT PREQUENCY OUT OF TOLLRANCE, THE REPORTED FAILURE WAS NOT CONTINUED IN FAILURE ANALYSIS. CORRECTIVE ACTION-RELIABILITY RAR SH-14-481 WAS GENERATED REQUESTING THAT A NEW INVERTER TEST POINT SE DESIGNATED WAS	TOLERANCE. JAPCHE INDICATED INVERTER OUTPUT FREQUENCY OUT OF TOLLRANCE, THE REPORTED FAILURE NAILLE ANALYSIS. Line analysis. Liability and sh-14-681 was generated requesting that a new inverter test foint se designated w	PUT FREQUENCY OUT (of Tolena	NCE. THE !	REPORTE	D FAILURE WAS	
ELECTRICAL-A/B AEGE-0074/BE-401-00-128	01-00-128	FLIGHT	1230	a-c	2 3		
DE-OUT OF BPECIFICATION.	PLASE A VOLTAGE MAS SLIGHTLY ABOVE SPECIFICATION THROUGHOUT FLIGHT, MAXIMUM VOLT	TLY ABOVE SPECIFIC	11.04 THE	OUGHOUT FL	, ž	MAXINUM VO.T	
SYSTEM EFFECT-OPERATION TOO HIGH.							
VEMICLE EFFECT-IMPROPER TRAJECTORY. THE BLIGHTLY HIGH AC VOLTAGE TO FLISHT CONTROL REBULTED IN AMBULAR DISPLACEMENT S in Pitch and taw in excess of nominal Bt 2.8 And 3.8 Debrees, Respectively, at Beco.	ER TRAJECTORY, THE BLIGHTLY HIGH AC VOLTAGE TO PLISHT CONTROL RE EXCEGG OF NOMINAL BY E.S AND S.S DEGREES, RESPECTIVELY, AT DECO.	TABE TO PLISHT CON	NOL RESU	LTE0 114 A1	* ULAR	BISPLACKWENT	
						PASE DO40	

WEHICLE EFFECT-MONE. PHASE A WOLTAGE WAS NOT LOW ENOUGH TO CAUSE ANY DIFFICULTIES.

CORRECTIVE ACTION-NOWE. NO CORRECTIVE ACTION RESULRED.

GENERAL DYNAHICS CONVAIR DIVIBION

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		007510	1804N 654358	2 G31	6 6 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	4 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	VEA Gul	<u></u> خ	441871	NASA NASA
	PRI VENDON NAME OTH VENDON PART		VES LELAND ATRBORN 66.4358	KEPORTED PÁILUM NT BE DEBIGINA	YES LICLAND NO	INTERNAL, MAS X THROUGH BUSTAIN F SIMULATOR CAB	ED IN A PITCHC PER DEVIATIONS,	SET RIB-BETTER	22	VAC AND REMAIN
	VEHICLE BITE PRI VENDOR HAME DATE DIF TIME DIF OTH VENDOR PART NO	· «	LINCOLN 113	FELY HIGH. THE !	1140 f-2 411222 -45.9	CHANGEOVER TO A	FLIGHT. A SYSTEM RESULT PENSATED SY OTH ICIENT FITCHOVE	R INTUT TO PREN	955 13 611219 98	USED BY A LOW A
HICAL BYSTEM-AIRBORNE	DIF DATA SOURCE VEH	Anders servicine handa as state dependential designations and the service designation of the service d	FAR 54F	OUT FREQUENCY EXCEDSIVING THAT A NEW IN	FLIGHT 1140	TO 113.2 VAC AT POMER MULTAGE WAS STEADY LOW LETTING AS A RESULT OF	HE WAS LOW THROUGHOUT TAGE TO FLIGHT CONTRO TES DEGREES IF NOT CONTRO TO THE TON DEF	DC SCHSCRS TO INVERSE ATOR FOLERANCE.	1. G. T.	LOW THE SPECIFIED HIN HE LOW VOLTAGE MAY CA
DIFFICULTIES REVIEW-ELECTRICAL BYSTEM-AIRBORNE	TESTARFORT NUMBER FAILED COMPONENT NAME		A-41-14-0909	FAILURE MODE-OUT OF TOLEBANCE, MARCHE INDICATED INVERTER OUTPUT FREQUENCY EXCEBBIVELY HIGH, THE REPORTED FAILURE MA NOT CONFIRMED IN FAILURE AIMLYSIS. COMRECTIVE ACTION-RELIABILITY RAR SM-14-691 MAS GENERATED REQUESTING THAT A MEM INVENTER YEST POINT BE DESIGNATED	1275/L2-401-00-114	FAILURE WODE-DUT OF EXPECTED VALUE, PHASE A VOLTAGE DROPPED TO 113.2 VAC AT POWER CHANGEOVER TO INTERNAL, WAS 113.4 VAC AT LIFTOFF AND DECREASED STEADILY TO 112.8 VAC BY BECO, VOLTAGE WAS BIEADY LOW AT 112.6 VAC THROUGH SUSTAINER PHASE, DIFFICULTY ATTRIBUTED TO LOW INVERTER OUTPUT REGULATOR SETTING AS A RESULT OF USE OF BATTERY SIMULATOR CABLE AND POOR SENSOR LOCATION.	SYSTEM EFFECT-OPERATION TOO LOW, PHASE A OUTFUT TO USER SYSTEMS WAS LOW THROUGHOUT FLIGHT. VEHICLE EFFECT-IMPROVER TRAJECTORY, LOWER THAN NOMINAL AC VOLTAGE TO FLIGHT CONTROL SYSTEM RESULTED IN A PITCHOVER DEFICIENCY OF SUR DEWICES AT BECO. THIS MAY MAVE ANCHIED TO RUS DEGREES IF NOT COMPENSATED BY OTHER DEVIATIONS, GUI	CORRECTIVE ACTION-CHANGE IN LOCATION OF LAUNCH CONTRIL LOGIC DC SENSORS TO INVERTER INFUT TO PREVENT MIS-BETTING OF INVERTER INFUT TO PREVENT MIS-BETTING OF INVERTER REGISACION, ALSO PLANNED TO TIBUTEN AC VOLTAGE CONFARATOR FOLGRANCE.	ACG1-1231/P3-301-00-58 INVESTER REGULATOR	FAILURE MODE-OUT OF SPECIFICATION. PHASE A VOLTAGE CRIFTED DELOW THE SPECIFIED HINIMUM OF 115.28 VAC AND REMAINED B ELOW (112.8 AT SECO) SPECIFICATION UNTIL SECO (302 SECONDS). THE LOW VOLTAGE WA' CAUSED BY A LOW SETTING OF THE NASM ETIC AMPLIFIER REGULATOR OF THE INVERTER.
* * * * * * * * * * * * * * * * * * *	3Y3TCH 3V8-3X8TEH	CORRECTIVE ACTION-UNRHOWN.	ELECTRICAL-A/B POWER SOURCE	FAILURE MODE-OUT OF TOLERANCE, MAPCES MOT COMFIRMED IN FAILURE AHALTSIS. CUMRECTIVE ACTION-RELIABILITY RAR SI	WITH ELECTRICAL FILTER BENEFIT. ELECTRICAL-A/B AE61- FOMER SOUNCE INVER	FAILURE MODE-OUT OF EXPEC- VAC AT LIFTOFF AND DECKEA: MASE, DIFFICULTY ATTRIBUTED ND MOOR SENSOR LOCATION.	SYSTEM EFFECT-OPERATION TO WENTELE EFFECT-THPSOVER TO DEFICE STATED THE OFFICES.	COSRCCTIVE ACTION-CHAMPE INVERTER REGINATOR, ALBO	ELECTRICAL-A/6 POWER SOURCE	FAILURE MODE-OUT OF SPECIFICATION. PHASE ELOW (112.8 AT 3ECO) SPECIFICATION UNTIL ETIC AMPLIFIER REGULATOR OF THE INVERTER.

GENERAL LINAMICS CONVAIR DIVISION

15 JUN 1866

8787EM 8UB-8787EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE	SITE PRI VENDOR NAME.	
ELECTRICAL-A/B POMER SOURCE	ARI 41 -0-1-14E/FC-4CO-03-14E INVERTER	COHPOST TE-FACTORY E7-06348-3	1420	NO BENDIK NO	0000
FAILURE HODE-OUT OF YOLER LTAGE OF 35.5 YOC. MAXIMUM	FAILUPE MODE-OUT OF TOLERANCE. THE ELECTRICAL INVERTER MAS REPLACED AFTER BEING SUBJECTED TO AN OUT OF TOLERANCE WO LTAGE OF 35.5 YOC. MAXIMUM ALLOMABLE INPUT VOLTAGE TO THE INVERTER IS 30 YDC.	EPLACED AFTER BEING ERTER 18 30 VOC.	BUBJECTED TO AN	OUT OF TOLERANCE WO	
SYSTEM EFFECT-NOME.					
WEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED. INVERTER REPLACED AND POST COMPOSITE TEST NADE TO SHOW PROPER OPERATION.	COMPOSITE TEST MAD	E TO SHOW PROPER	OPERATION.	
CORRECTIVE ACTION-INVERTE	M-INVERTER REPLACED WITH ONE WHICH HAD NOT BEEN BUBJECTED TO EXCESSIVE	EEN SUBJECTED TO EN	CEBSIVE WOLTAGE.		
EL. CTRICJE-A/B POMER SOURCE	AABI-0202/P3-501-00-35 Main Missile Battery	COUNTDOAN	85E 13 611139 -4220.	YES NO	884042
PATLURE HOE-OUT OF SPECIFICATIONS AND A DELOW REDLINE VA	FAILURE MOE-GAIT OF SPECIFICATION. DURING AN ATTEMPTED LAUNCH, THE MAIN MISSILE DATTERY INDICATED VOLTAGE PLUCTUATE ONS AND A DELOM REDLINE VALUE WHEN INTERMAL LOADS WERE APPLIED.	H, THE MAIN MISSILE D.	BATTERY INDICATE	D VOLTAGE FLUCTUATE	
SYSTEM EFFECT-OPERATION TO	STSTEM EFFECT-OPERATION TOO LOM. VOLTAGE OF MAIN HISSILE BATTERY BELOW RED-LINE VALUE: (EXACT VALUE NOT RNOWN)	TERY BELOW RED-LINE	VALUE: (EXACT VAL	LUE NOT KNOWN.	
VEHTCLE EFFECT-COUNTDOLM RESUNCO BUT LATER ABORTED	VENTOLE EFFECT-COUNTDOMM DELAYED. A REPLACEMENT BATTERY WAS INSTALLED AND CHECKED OUT AS ACCEPTABLE. COUNTDOM MAS ESUNCO BUT LATER ABORTED DUE TO RZY TELEMETRY PROBLEMS.	INSTALLED AND CHECK	ED OUT A& ACCEPTAL	BLE. COUNTDOMN MAS	
CORFECTIVE ACTION-REPLACE MAIN MISSILE BATTERY.	HAIN HIBBILE BATTERY.				
ELECTRICAL-A/B POWER SOURCE	AN141-0-3-11/FC-6CO-05-011 INVERTER	COMPOSITE-FACTORY ET-06176-3	11F 0111R4	YES LELAND	•
PATER ST MINUTES OF OPERAT	OF TOLERANCE. THE INVESTER WAS OPERATED FOR A PERICO OF 35 NIMUTES WITH A 8 HIMUTE COOLING PERICO OF OPERATION.	A PERIOD OF 35 NIN	WIES WITH A 6 MIN FIER 30 MINUTES O	UTE COOLING PERICO	
STRTEM EFFECT-NOME.					
WHICLE EFFECT-COMPOSITE	WENICLE EFFECT-COMPOSITE DELAYED. A POST COMPOSITE SYSTEM TEST WAS REQUIRED TO SHOW SATISFACTORY OPERATION.	ST MAS REQUIRED TO	SHOW SATISFACTORY	OPERATION.	
CORRECTIVE ACTION-INVERTER REPLACED	REPLACED.				
ELECTRICAL-A/B POWER BOURCE	A-0F-14-082F Inverter	FAR E7-06178-8	60E MARREN 611111	YES LELAND ATRBORN NO E	•
FAILURE HODE-OUT OF TOLER!	OF TOLERANCE. CUTPUT PRESURNCY EXCESSIVELY HIGH. THE REPORTED OUT OF TOLERANCE WAS UNCOMPIRMED BY	HIGH. THE REPORTED	OUT OF TOLERANCE	MA UNCONFIRMED BY	
CORRECTIVE ACTION-RELIABIL	(-RELIABILITY RAR 9M-14-941 WAS GENERATED RESUESTING SYSTEMS ENGINEERING TO DESIGNATE A NEW INVERTE	DUESTING BYDTEND EN	GINEERING TO DESE	GMATE A NEW INVERTE	

GENERAL DYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

SYSTER SUB-SYSTER	15H 13TEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	817E TIME DIF	PRI VENDOR NAME OTH YENDOR PART NO	3 L	
R FREQUENCY TEST	POINT	WHICH INCLUDES AN ELECTRICAL FILTER.	natebook kuisessameta. Is				•	004337
ELECTRICAL-A78		X-9F-14-090F	FAR 87-06188-1	56E 61110	THE T	MARREN YES BENDIX NO		996769
FAILURE MODE-INVE COMFIRMED BY FAIL	E-INVERTER FL FAILURE AW	RTER FAILURE DURING OPERATION-REPORTED DURING DFL. FLUCTUATIONS IN FREBUENCY. THIS FAILURE MAS MOT .URE ANALYSIS:	URING DPL, PLUCTUATIC	Na In Pacaul	EMCY. TH	IS FAILURE WA	ğ	
CORRECTIVE ACTION	ACTION-THIS (CORRECTIVE ACTION-THIS UNIT EXHIBITED A SHALL OUTPUT FREQUENCY SHIFT. EXTENDED SURVEILLANCE OF THIS PROBLEM HAS NOT Found any recurrence. The problem is considered to be an isociated incident of frequency drift.	INENCY SHIFT, EXTENDED ISOLATED INCIDENT OF	BURVEILLANK FREGUENCY DA	36 OF TH	IS PROBLEM HAI	TOW 4	
ELECTRICAL-A/B		AE61-0096/FCO-01-108 INVERTER	COMPOST TE-FACTORY 7-06340-3	109D 6111D4		ves NO	6	08886
FILURE MODE-OUT		OF SPECIFICATION OR TOLERANCE-THE INVERTER OUTPUT VOLTAGE MAS BET TOO HIGH PRIOR TO COMPOSITE TEST PASSE A VOLTAGE EXCER.ED UPPER LIMIT.	TER CUTPUT VOLTAGE MAS	1 SET TOO HE	#5 134 135	TO COMPOSITE	768.7	
SYSTEM EFFECT-OP	CT-OPERATION	ERATION TOO HIGH. OUTPUT VOLTAGE TOO HIGH.	•					
WENTCLE EFFE	SCT-COUNTDOM	VEHICLE EFFECT-COUNTDOM: OR COMPOSITE DELAYED OR RESCHEDULED -COMPOSITE RERUN.	ALED -COMPOSITE RERUN.					
CORRECTIVE ACTION	ACTION-THE II	I-THE INVERTER OUTPUT MAS RE-ADJUSTED.						
ELECTRICAL-A/B		A-9F-14-003F Inverter	FAR 27-06176-3	32E W	KAREN	YES LELAND AIRBORN NO E		10074
FAILURE HODE-IHVE AL MAS GREEN THEN		RTER FAILLRE DURING OPERATION, REPORTED DURING DPL. FIRST INDICATION UPON POWER TRANSFER TO INTERN RED INDICATOR SHOWED INVERTER FAILURE, FAILURE ANAL: SIS DID NOT CONFIRM THE FAILURE INDICATION.	DURING DPL. FIRST IND ALLURE AMAL: SIS DID N	DICATION UPON	N POSER	TRANSFER TO II	7	
CORRECTIVE ACTION		I-RECYMMEND THAT FIELD EMGINEERS CHECK LAUNCH CONTROL EQUIPMENT TO DETERHINE IF A MALFUNCTION OCCUR	IUNCH CONTROL EQUIPMEN	IT TO DETERM	INE 1F A	, MALFUNCTION (W DOOR	
ELECTRICAL-A/B		99-14-085F Inverter	FAR 27-06178-5	E9F F.	FACTORY	YES LELAND AIRBORN NO E		296749
FAILURE MODE-INVC		RTER FAILED DURING OPERATION. UNITS OUTPUT DROPPING TO ZERO. UNIT MOULD NOT RESTART.	UT DROPFING TO ZERO.	UNIT WOULD !	NOT REST	ART.	· · · · · · · · · · · · · · · · · · ·	
CORRECTIVE ACTION ALLURE AMALYSIS, PLY BREAKER AT MIS	ICTION-RECOM- IIS. FAILURE IT MISSILE GR	CORRECTIVE ACTIOM-RECOMMEND THAT MISSILE CHECK-OUT PERSONNEL RECHECK A BUSPECTED FAILED UNIT PRIOR TO RELEASE FOR F Ailure amalysis, failure amalysis could not verify the reported inventer discrepancy, a tripped as volt inverter sup PLY breaker at missile ground checkout caused restart failure.	INEL RECHECK A BUSPECT CATED INVENTER DIBCRE URE.	ED FAILED UP PANCY. A TRI	11 6810 1970 88	M TO RELEASE ! VOLT INVERTES	5 a	
							BA45 0043	

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GENERAL BYNAMICS CONVAIR BIVISION

		DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	TRICAL SYSTEM-AIRBO	Z. K.				
	SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	YEHICLE DATE DIF	817E 7114E 01F	O THE	PRI VENDOR NAME OTH VENDOR PART NO	
	ELECTRICAL-A/B POWER BOURCE	AE81-0983/FC-6CO-01-027 Inverter	COMPOSITE-FACTORY 27-06177-3	£7F 611026		22	LELAND	
	FAILURE MODE-OUT OF TOLERANCE, RE ED INVERTER VOLTAGE AT POMER CHANG SYSTEM EFFECT-OFERATION TOO HIGH.	FAILUME MODE-OUT OF TOLERANCE, RECORDER MONITCRING INVERTER VOLIAGE OUTPUT EXCEEDED THE UPPER LINIT OF THE CALIBRAT ED INVERTER VOLIAGE AT POMER CHAMGEOVER TO INTERNAL. THE MISSILE ELECTRICAL CHECKOUT SET MAS NOT PROPERLY MULLED. SYSTEM EFFECT-OMERATION TOO HIGH.	OULTAGE OUTPUT EXC BILE ELECTRICAL CHE	CKOUT BET	UPPER LIN	1 0 1 0 1 0	THE CALIBRAT ILY NULLED.	
	WEHICLE EFFECT-COMPOSITI	VEHICLE EFFECT-COMPOSITE DELANED. POST COMPOSITE TEST REQUIRED.	RED.					
	CORRECTIVE ACTION-THE S	CORRECTIVE ACTION-THE CHECKOUT SET WAS RECALIBRATED AND BATISFACTORY POST-COMPOSITE TEST WAS PERFORMED.	18FACTORY POST-COHP	OSITE TEST	MAS PERF	<u> </u>	Ġ	
	ELECTRICAL-A/B POWER SOURCE	AEG1-0794/LE-402-00-103 INVERTER, MISSILE ROTARY	7.19.T	1050	1-E	¥63 NO	YES BENDIX NO	\$ 138
	AILURE MODE - OUT OF SE TO 116.7 VACE THROUGHOU D SUSTAINER PHASES.	FAILURE MODE - OUT OF SPECIFICATION. PHASE A VOLTAGE REMAINED MEAR THE UPPER LIMIT OF THE SPECIFICATION BAND (115.5) TO 116.7 VAC) THROUGHOUT FOMERED FLIGHT AND EXCEEDED THE SPECIFICATION DURING THE LATTER PORTIONS OF THE BOOSTER AN SUSTAINER PHASES.	ED MEAR THE UPPER L. ECIFICATION DURING	INIT OF THE	E SPECIFI PORTION	28	UPPER LIMIT OF THE SPECIFICATION BAND (113.3 DURING THE LATTER PORTIONS OF THE BOOSTER AN	
	SYSTEM EFFECY-OFFRATION C AFTER BECO TO 117.0 VAC OF THE MISSILE INVERTER.	SYSTEM EFFECT-OFCRATION TOO HIGH. THE WOLTAGE RUSE FROM 116.4 VAC AT LIFTOFF TO 116.6 VAC AT BECO AND FROM 116.7 VA AFTER BECO TO 117.0 VAC AT BECO. IT IS BELIEVED THAT THE HIGH LEVELS MERE DUE TO A HIGH NOMINAL VOLTAGE ADJUSTMENT OF THE HISSILE INVERTER.	1.4 VAC AT LIFTOFF TO	0 116.0 VA TO A HICH	C AT BECC NONINAL	W.T.	FROM 118.7 VA NGE ADJUSTMENT	
	VEHICLE EFFECT-WINE.							
	CORRECTIVE ACTION-UNKNOWN	MAN.						
	ELECTRICAL-A/B POHER SOURCE	AE81-0278/FC-4CO-01-119 INVERTER	COMPOST TE-FACTORY	1100		22		•
	FAILURE MODE-OUT OF TOLL	TOLERANCE THE EXTERNAL PHASE C VOLTAGE WAS 166 VOLTS. A VOLTAGE OF 163 PLUS OR MINUS 3 VOLTS 18	MB 166 VOLTS. A VO	LTAGE OF 1	2 2 4 S	Ī K	4US 3 VOLTS 18	
	SYSTEM EFFECT-SYSTEM VOLTAGE TOO HIGH.	LTAGE TOO HIGH.						
1	VEHICLE EFFECT-COMPOSITI	VEHICLE EFFECT-COMPOSITE RESCHEDULED, THE COMPOSITE TEST HAD TO BE RERUN. ULSE BEACON MANETRON CURRENT DROPPED BELOW ITS HIRIMUM CALISRATED LEVEL.		RESULT OF	3	36 C	AS A RESULT OF HIGH PHASE C VOLTAGE THE P	
	CORRECTIVE ACTION-VOLTAGE RESET.	G REBET.						
	ELECTRICAL-A/B POWER BOUNCE	2M-14-086F Inverter	FAR 27-06178-3	6 11017	SCHILLIN •	ž ž	SCHILLIH YES LELAND AIRBORN	t
	FAILURE MODE-OUT OF TOLI M-14-441 REQUESTIME SYSTE L FILTER. THE REPORTED OF	FAILURE MODE-OUT OF TOLERANCE. INVERTER OUTPUT FRESUENCY FLUCTUATING. CORRECTIVE ACTION-RELIABILITY GENERATED RAR D M-14-641 REGUESTING SYSTEMS ENGINEERING TO DESIGNATE A NEW INVERTER PRESUENCY TEST POINT MAICH INCLUDES AN ELECTRICA L FILTER. THE REPORTED OUT OF TOLERANCE MAS UNCONFIRMED.	UCTUATING. CORRECTI NVERTER PREQUENCY T	WE ACTION-	RELIABILI MICH INC	7	EMERATED RAR O D AN ELECTRICA	
							PASE DO44	

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SYSTEN SCO-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	317E 119E 01F	# 5 # 5	VENDOR NAME VENDOR PART NO	
Principles (grant grant gr		The supposition of the control of th]		
CORRECTIVE ACTION-RELIABIL	CORRECTIVE ACTION-RELIABILITY GENERATED RAR BM-14-641 REQUESTING SYSTEMS ENGINEERING TO DESIGNATE A NEW INVERTER FR Buchcy test point which includes an electrical filter. The reported ou of tolerance was unconfirmed.	IVESTING SYSTEIS ENGLI IE REPORTED OU OF TOI	ENGINEERING TO DESIGNATE A N OF TOLERANCE MAS UNCOWFIRMED.	DESIGNATI UNCONFI	R A A	IEW INVERTER FR	
ELECTRICAL-4/3 POMER SOURCE	aesi - obsi /fc-eco-gi-ors Inverter	COMPOST TE-FACTORY	25F 611002		♀ ♀	LELAND	*0200
FAILURE HODE-OUT OF TOLERA OMER, OSCILLATIONS WERE OBS D ASE POMER SUPPLY.	F TOLERANCE. AS A RESULT OF A BEAT FREGUENCY PICK-UP DETNEEN A GROUND POWER SUPPLY AND INTENNAL P Were observed on changel D of the sangorn recorder. The Beat Freguency was caused by an unknounde	IVENCY PICK-UP BETWEE! MN RECORDER, THE BEA	Y A GROUND FREQUENCY	POLER BUT	FFLY SED B	AND INTERNAL P	
SYSTEM EFFECT-NCME.							
CORRECTIVE ACTION-THE AGE	THE AGE POWER SUPPLY WAS GROUNDED.						
ELECTRICAL-A/B POWER SOURCE	AE61-0798/P1-503-00-25	ค.เผา	25E 611002	11 313.2	9 9	AVCO	607318
FAILURE MODE-CUT OF EXPECT E46X-KE-ENTRY VEHICLE SEPAR XIMATELT 6.5 SECOMDS. THIS	FAILURE MODE-CUT OF EXPECTED TEST VALUE. AT RE-ENTRY VEHICLE SEPARATION, PROGRAMER SMÍTCH 17 OUTPUT MEASUREMENT 18 E46X-KE-ENTRY VEHICLE SEPARATION) REFLECTED A LOAD ON THE MISSILE 28 VOLTS INTERMITTENTLY AFTER ACTIVATION FOR APPRO XIMATELY 6.5 SECONDS. THIS PROBLEM IS ATTRIBUTED TO A MIS-MATCH BETWEEN ATLAS AND AVCO BATTERIES.	CLE SEPARATION, PROG HISSILE ES VOLTS INTI NATCH BETWEEN ATLAS	TANNER SWIT	CH 17 OU AFTER AL	7757 7717	HEASUREHENT (S	
SYSTEM EFFECT-NONE, THE PLIGHT PROGRAMMES IMPERVIOUS TO LOADING OF THIS MAGNITUDE.	BYSTEH EFFECT-NOME. THE PLICHT PROCRAMMER IS PROTECTED FROM BURNOUT BY CURRENT LIMITERS, AND THE MISSILE BATTERY IS IMMERVIOUS TO LOADING OF THIS MAGNITUDE.	ION BURNOUT BY CURREN'	LIMITERS,	AND THE	Z IX	ILE BATTERY IS	
WEHICLE EFFECT-HONE.							
CORRECTIVE ACTION-LINKHOAN,	CORRECTIVE ACTION-LAKNOWN, HOMEVER, ANCO PAPERMORR WAS INITIATED TO REMEDY THE COMDITION.	IITIATED TO REMEDY TH	CONDITION	•			
ELECTRICAL-A/B	ade1 —0297/Dag01/01-3MO-05-24 Inverter	COMPOST TE-FRD/DPL	£4E 610920	84	# Q		•
FAILURE MODE-OUT OF TOLERA	TOLERANCE. INVESTER VOLTAGE AND PRESUENCY OUTPUTS OUT OF TOLERANCE.	ENCY OUTPUTS OUT OF 1	POLERANCE.				
SYSTEM EFFECT-OPERATION DO	SYSTEM EFFECT-OFERATION DOES NOT START. FAILURE TO TRANSFER TO INTERNAL.	ER TO INTERNAL.					
VEHICLE EFFECT-COUNTDOMN ABORTED AND RESCHEDULED	GORTED AND RESCHEDULED.	,					
CORRECTIVE ACTION-SHVERTER	INVERTER REPLACED.			`			
						PASE 0048	

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GENERAL CIMANICS CONVAIR DIVISION

	DITTICULIES REVIEW-ELECTRICAL STREM-AIRBORNE	CIRICAL BYBTEM-AIRB(3X X			
X37670-856	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF TI	811E P	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B POMER SOURCE	9H-14-DB1 HAIH MISSILE INVERTER DICOLE	FAR 27-06178-3	610926 VTR		YES LELAND AIRBORN NO E	***
FAILURE MODE-ELECTRIC	RICAL SHORT. LOW PHASE (A) OUTPUT VOLTAGE FROM DIODE CR-2 SHORT CIRCUITING.	E FROM DIODE CR-2 8)	IORT CIRCUITE	÷		,
CORRECTIVE ACTION-RAN . ASSUMING DIODE CR-E T DOUDLED.	CORRECTIVE ACTION-RAR 99-14-641 TO COCHIZANT DESIGN REQUESTING FAILURE INVESTIGATION AND ADEQUATE CORRECTIVE ACTION ASSUMING DIODE CR-E PEAR VOLTAGE RATING WAS EXCEEDED RECOMMEND THAT CR-2 CIRCUIT WORRING VOLTAGE RATING BE AT LEAS DOUDLED.	TING FAILURE INVESTI MEND THAT CR-2 CIRC	CATION AND A	DEQUATE VOLTAGE	CORRECTIVE ACTION RATING BE AT LEAS	
ELECTRICAL-A/B	AD61-0292/DA596/D1-5+ O-03-24 INVERTER	COMPOST TE-FRD/DPL	24E F 810921	> 2	YES	****
FAILURE MODE-OUT OF :	OF SPECIFICATION. MISSILE D.C. BUS VOLTAGE LOW WHILE ON INTERNAL POWER.	E LOW WHILE ON INTE	HAL POLER.			
SYSTEM EFFECT-OPERATI	SYSTEM EFFECT-OPERATION TOO LOW. D.C. MISSILE BUS VOLTAGE BELOW SPECIFICATION.	BELOW BPECIFICATION				
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-UN	- UMECNOWAY.					
ELFCTRICAL-A/B POMER SOURCE	9H-14-082F Inverter	FAR 27-06170-3	6109E1 FO	FORBES Y	YES LELAND AIRBORN NO E	35
FAILURE MODE-OUT OF 1	OF TOLERANCE. CAUSED BY EXCESS HIGH OUTPUT VOLTAGE DUE TO IMPROPER INVERTER VOLTAGE CONTROL ADJUST	T VOLTAGE BUE TO IM	HOPER INVERT	ER WOLTA	GE CONTROL ADJUST	
CORRECTIVE ACTION-6D. PROPERLY ADJUSTED FOR	CORRECTIVE ACTION-6D/C RELIABILITY RECOMMENDS THAT 6D/C QUALITY CONTROL INSURE THAT HISSILE INSTALLED INVERTERS ARE Proferly adjusted for specified inverter cutput.	ALITY CONTROL INSURI	THAT MISSIL	E 1887AL	LED INVERTERS ARE	
ELECTRICAL-A/B POWER BOURCE	A-9F-14-001F Inverter	FA4 E7-04178-3	435 14	HARREN Y	YES LELAND AIRBORN NO E	:
FAILURE MODE-INVERTE! YBIB.	ITER FAILURE DURING OPERATION, REPORTED DURING DPL. THIS FAILURE WAS NOT CONTIRMED BY FAILURE ANAL	LEING DPL. THIS PAI	UNE MAS HOT	CONFIRME	D BY PAILURE AMAL	
CORRECTIVE ACTION-60/ IT WAS NOT AT FAULT.	-60/C RELIABILITY RECOMMENDS THAT PIELD ENSIMEERS CHECK LAUNCH CONTROL EQUIPMENT TO DETERHINET.	MEINEERS CHECK LAUM	:H CONTROL ER	UIPMENT	TO DETERNINE THAT	
						
					PA6E 0046	_

SENERAL DYNAHICS CONVAIR DIVISION

19 10N 1986

**** ***	DIPPICULTIES REVIEW-ELECTR'CAL SYSTEM-AIRBOANE	TRICAL BYSTEM-AIRBO		
231678 31678-8163	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VENDOR NA ME DATE DIF TIME DIF OTH VENDOR PART NO	N 18 16
ELECTRICAL-A/B POWER SOURCE	AE61-0955/FC-4CO-01-082	COMPOSITE-PACTORY	61091E NO LELAND	******
FAILURE MODE-OUT OF FOLER	FOLERANCE, THE INVERTER PHASE A VOLTAGE EXCEEDED THE UPPER LIHIT AT POMER CHANGEOVER TO INTERNALARN-UP TIME.	EXCEEDED THE UPPER	LIHIT AT POWER CHANGEOVER TO I	TERMA
SYSTEM EFFECT-OPERATION 1	ATION TOO HIGH.			· • • • • • • • • • • • • • • • • • • •
WEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TESTS NEGUIRED TO ISOLATE PROBLEM.	IRED TO INCLATE PRO	91EM.	
CORRECTIVE ACTION-TEST PR	CORRECTIVE ACTION-TEST PROCEDURE WILL BE CHANGED TO ALLOM BUFFICIENT WARM-UF TIME FOR THE INVERTER.	UFFICIENT MARM-UF T	IME FOR THE INVERTER.	
ELECTRICAL-A/B	AE61-0916/FC-4CO-02-157	COMPOST TE-FACTORY	1370 NO 81.09018	***************************************
FAILURE MODE-FAIL DURING OPERATION. CHANNE F GREATER THAM 117 VAC AFTER POMER CHANGEOW LT DROP IN THE FUSE IN THE METER CIRCUITRY.	ER, PROM	N RECORDER NO. E IN TO ENTERMAL, THESE	MIDNESTERN RECORDER NO. 2 INDICATED AN INVERTER PMASE A VOLTAGE INTERNAL TO EXTERNAL, THES INDICATION WAS INVALID DUE TO A 1.2.	5 m
SYSTEM EFFECT-NOME.		v		···
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE YESTING REGUIRED.	He REGUIRED.		
CORRECTIVE ACTION-THE FUSE WAS REPLACED.	SE WAS REPLACED.			
ELECTRICAL-A/B POWER SOURCE	9H-14-084F INVERTER DICOE	FAR E7-06578-\$	GIGGIG MARREM YES LELAND AIRBORN NO E	RBORN 884363
FA LURE MODE-ELECTRICAL B	BHORT. CAUSED BY INVERTER EXCESSIVELY HIGH CUIPUT FREQUENCY AND ZERO VOLTAGE DUE TO A SHORT	LY HIGH CUTPUT FREG	UENCY AND ZERO VOLTAGE DUE TO A	2+CH 1
CORRECTIVE ACTION-A STUDY E FALLURE.	A STUDY PROGRAM ESTABLISHED BY GD/C RELIABILITY TO DETERMINE THE CAUSE OF THE RECURRING CR-E DIOD	BILITY TO DETERMINE	THE CAUSE OF THE RECURRING CR-	90 I G
ELECTRICAL"A/B POWER BOURCE	9K-14-080 Inventer	FAR 27-03170-3	610606 FAIRCHIL YES LELAND AIRBORN D NO E	RBORN 094366
FAILURE MODE-OUT OF SPECE	F SPECIFICATION ON PHASE (A) HISH VOLTAGE	(A) HISH VOLTAGES, THIS PAILUNE WAS NOT CONFIRMED.	NOT CONFIRMED.	
CORRECTIVE ACTION-RECONNE	CORRECTIVE ACTION-RECORMEND THAT PIELD PERSONNEL THOROUGHLY CHECK FOR HUMAN ERROR OR ASSOCIATED EQUIPMENT FAILUME.	CHECK FOR HUMAN ER	ROR OR ABBOCIATED EBUIFHENT FAI	¥.
			746	PA6E 0047

GENERAL JAHICS CONVAIR UIVIESON

15 JUN 1966

STSTEM SUB-SYSTEM	TEBI/PEPORT NUMBER FAILET COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE SITE		PRI VENDOR MANE OTH VENDOR PART NO	
ELECTRICAL-A/B POWER SOURCE	AE61-2268/1C-8CO-02-040 INVERTER	COMPOSE TE-FACTORY	40E 610808	YE &	YES LELAND NO	10110
FAILURE MODE-ERRATIC (FAILURE MODE-ERRATIC OPERATION-EXCE: SIVE INVERTER AC AND HISSILE DC OUTPUT PLUCTIONS AND TRANSIENTS. THE INVERTER S FAULTY.	HISSILE DC OUTPUT PLI	CTIONS AND TRANS	IENTS.	THE INVERTER W	
SYSTEM EFFECT-ERRATIC	STREE EFFECT-ERRATIC OPERATION-EXCESSIVE VOLTAGE PLUCTUATIONS.	TIONS.				
VEHICLE EFFECT-COMPOSI	MPOSITE RESCHEDULED, COMPOSITE RERAN.					·
CORRECTIVE ACTION-INVI	CORRECTIVE ACTION-INVENTER IR/D AND REPLACED.					
ELECTRICAL-A/B POMER SOURCE	AA61-0094/1-502-00-21 BATTERY-MA:N MISSILE	COUNTDOAM	21E 11	£ 4		****
FAILURE HODE-OUT OF SE	OF SPECIFICATION- A E MAIN MISSILE BATTERY WAS BELOW THE REDLINE LIMIT IN AN UNLOADED CONDITION.	T WAS BELOW THE REDUI	HE LIHIT IN AN	PALOADEI	. COMDITION.	
SYSTEM EFFECT-NONE.						
VEHICLE EFFECT-COUNTRY	VEHICLE EFFECT-COUNTDOWN DELAYED-THE COUNT WAS DELAYED IN ORDER TO REPLACE THE	ORDER TO REPLACE THE	HAIN MISSILE BATTERY.	TTERT.		
CORRECTIVE ACTION-THE	BATTERY WAS ROMACED.					
ELECTRICAL-A/B POMER BOURCE	49B-14-07" BATTERY	FAI 27-06350-3	1110 ETR 610729	2 2	EAGLE PICHER	94
FAILURE MODE-A STRUCTUR IRE IN THE BATTERY SMOULL TERY VOLTAGE WAS MORHML.	FAILURE MODE-A STRUCTURAL AMOMALY 1483 DETECTED WHEN, FOLLOWING ACTIVATION, A READY SIGNAL DID NOT SMOM, A FUSIDLE W RE IN THE BATTERY SMOMLD OPEN DURING BATTERY ACTIVATION, THIS DID NOT OCCUR, ALTHOUGH ACTIVATION TOON PLACE AND BAT ERY VOLTAGE WAS MORMAL.	OWING ACTIVATION, A P	EADY SIGNAL DID LIHOUGH ACTIVATI	HOT SHO	JW. A FUSIBLE W	ndgayan da ing san da da ay san da
CORRECTIVE ACTION-HOME.	:					
ELECTRICAL-A/B POWER BOURCE	9K-14-076 8attery	748 P-2246	6107E1 FAJRC	1 2 3 5	FAIRCHIL VES VARDMEY ELECT D NO	7000
FAILURE MODE-FAILED TO	FAILURE MODE-FAILED TO OPERATE AT PRESCRIBED TIME, INSUFFICIENT GAS PRESSURE TO ACTIVATE CELLS WITH ELECTROLYTE.	ICIENT GAS PRESSURE '	O ACTIVATE CELL	M TH 1	LECTROLYTE.	
CCRRECTIVE ACTION-INSI MADE THAT A BATTERY PI	CURRECTIVE ACTION-IMBTRUCTION MAS ISSUED TO BASE PERSONNEL RESUESTING THEN TO OBSERVE ALL INDICATORS. A RESUEST MAS Made that a battery pressure interlock be installed to prevent squibs firing if battery sas pressure is inadequate.	L REGUESTING THEM TO EVENT SEUISS FIRING 1	OBSERVE ALL 1MD F BATTERY 6AB PI	CATORS.	. A REGUEST WAS IS IMDEQUATE.	
					PA6E 0048	

GENERAL MAHICA

15 JUN 1866

£	A4844		ORN 694372	* 8	****	٠ .	:	
PRI VENDOR NAME OTH VENDOR PART NO	YES LELAND AIRBOPH HO E	UNCOMFIRMED.	TES LELAND AIRBORN NO E	FAILURE AMALY	YE.B NO	MERE EVIDENCE HUP OF INVERTE	YES LELAND	
111E DIF	ETR YE	FAILURE MAS (ETR TE	CONFIRMED BY	4 9	T VAC LIMIT, FFICIÊNT WAR! RATION. E INVENTER.	3. 3	TAGE.
RCE VEHICLE R DATE DIP	610721	OF TOLERANCE. THE FAILURE WAS UNCONFIRMED.	2F 610718	FAILURE MOT	TORY 6F 610713	EEDING THE 11 TER. AUSED BY INSU CH PROPER OPE	TORY 37E 610626	ALLOMBLE VOL
DIF DATA SOURCE PART NUMBER	FAR 27-06178-3	E HAS OUT OF TO	FAR E7-06178-5	Y FLUCTUATIONS. TAIN OF FAILURE	COMPOSITE-FACTORY	ER VOLTAGE, EXC ARH-UP OF INVER 400 CPS POMEN-C REQUIRED TO SH LOM MORE WARN U	COMPOST TE-FACTORY	ED THE MAKINUM IRED TO DEMONST BATISFACTORY.
TEST/REPORT NUMBER FAILED COMPONENT NAME	68-14-075 Inverter	FAILURE MODE-OUT OF TOLERANCE. THE INVERTERS OUTPUT VOLTAGE MAS OUT OF TOLERANCE. THE FAILURE MAS UNCOMFIRMED. Corrective action-recommend that FIELD Personnel Check associated equipment prior to release to failure analysis.	0K-14-073 INVERTER	OF TOLERANCE, OUTPUT VOLTAGE AND PREGUENCY FLUCTUATIONS, FAILURE NOT CONFIRMED BY FAILURE AMALYSIS NENO TO FIELD TEST PERSONNEL TO MAKE CERTAIN OF FAILURE BY REPEAT TESTS OF SUSPECTED ITEMS PRIOR LUPE AMALYSIS,	AE81-0632/FC-6CO-01-006 INVERTER	FAILURE HODE-ERRATIC OPERATION. OBCILLATIONS OF THE INVERTER VOLTAGE, EXCEEDING THE 517 VAC LIMIT, MERE EVIDENCED. FER FOWER CHANGEOVER TO INTERNAL. CAUSED BY INSUFFICIENT WARH-UP OF INVERTER. SYSTEM FFECT-ERRATIC OPERATION. OSCILLATIONS OBSERVED ON ADD CPS POMER-CAUSED BY INSUFFICIENT WARMUP OF INVERTER. VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTS REQUIRED TO SHOW PROPER OPERATION. CORRECTIVE ACTION-THE TEST PROCEDURE WILL BE CHANGED TO ALLOW MORE WARM UP TIME FOR THE INVERTER.	AE61-0543/FC~5CO-02-037 Inverter	FAILUNE MODE-OUT OF TOLERANCE. THE INVENTER VOLTAGE EXCEEDED THE MAXIMUM ALLOMABLE VOLTAGE. SPATEM EFFECT-INVENTER OUTPUT VOLTAGE TOO HIGH. VEHICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TEST RESUIRED TO DEMONSTRATE PROPER OPERATION. CORRECTIVE ACTION-THE ENVERTER MAS RE-ADJUSTED AND TESTED SATISFACTORY.
27.0.70 2.0.4.0.00	ELECTRICAL-A/B POMER SOURCE	FAILURE MODE-OUT OF TOLER CORRECTIVE ACTION-RECOME	ELECTRICAL-A/B POMER SOURCE	FAILURE HODE-OUT OF TOLERANCE. C. CORRECTIVE ACTION-NEWD TO FIELD TO RELEASE FOR FAILURE AMALYSIS.	CLECTRICAL-A/B	FAILURE MODE-ERRATIC OPER : TER POMER CHANGEOVER TO 1 SYSTEM EFFECT-ERRATIC OPE VEHICLE EFFECT-COMPOSITE		PAILURE MODE-OUT OF TOLERANCE. THE INVERTER VOL BYSTEM EFFECT-INVERTER OUTPUT VOLTAGE TOO HIGH, VEHICLE EFFECT-COMPOSITE DELAYED, POST-COMPOSIT CORRECTIVE ACTION-THE INVERTER MAS RE-ADJUSTED

GENERAL DYNAHICS CONVAIR DIVISION

15 JUN 1546

SYSTEM SUG-SYSTEM	TEST/REPORT NUMBER FAILED COMPOWENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE 1	BITE PRI TIME DIF OTH	VE'DOR NAME VENDOR PART NO	
ELECTRICAL-A/B POMER SOURCE	AE81-0019/FC-4CO-11-000 INVERTER	COMPOSITE-FACTORY	09 099	7.E8		0
FAILURE MODE-OUT OF TOLE! INTERNAL, COMMITTON ATTRE	OF TOLENANCE. THE INVERTER FREQUENCY EXCEEDED LOMER CALIBRATED LIMIT PRIOR TO POMER CHAMMEOWER TO H ATTRIBUTED TO INSUFFICIENT WARN-UP TIME OF THE INVERTER.	EXCEEDED LOWER CALIBRATES TIME OF THE INVERTER.	LIMIT PRICE	TO POLER	CHAHEEOVER TO	
SYSTEM EFFECT-OPERATION TOO LOM	700 LOM.					
VEHICLE EFYTCT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TRSTING REQUIRED.	FEGULAED.				
CORRECTIVE ALTION-COMPOSITE PROCES & AFTER THE INSCHEM IS TURNED ON.	CORRECTIVE ALTION-COMPOSITE PROCEDURE CHANGED TO PROVIDE FOR POMER CHANGEOVER AT 90 SECONDS INSTEAD OF AT 60 SECOND	POWER CHANGEOVER	AT 90 SECONDS	INSTEAD	OF AT 60 SECOND	
ELECTRICAL-A/B	AE61-0015/FC-4CO-010-088 INVERTER	COMPOST TE-FACTORY	88D 8106£0	7. OS		77966
FAILURE MOE-DRIFT, PRIG	T. PRICR TO POWER CHANGEOVER TO INTERNAL, INVERTER FREQUENCY WAS BELOW THE MINIMUM ALLONED.	INVERTER FREQUENCY 1	AS BELOW THE	MINIMON	ALLONED.	
SYSTEM EFFECT-OPERATION TOO LCM.	foo LCM.					
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. SYSTEMS LEVEL AND COMPOSITE RETESTS REQUIRED	OSTIE RETESTS REQUI	.65			
CORRECTIVE ACTION-REPLACED INVERTER.	D INVERTER.					
ELECTRICAL-A/B POMER SOURCE	9F - 1 4 - 07 4 INVERTER	77.7 27-06178-5	42E FAI	FAIRCHIL YES	YES LELAND AIRBORN NO E	004373
FAILURE MOE-OUT OF TOLES	TOLERANCE, OUT OF TOLERANCE OUTPUT PREQUENCY, THE FAILURE WAS UNCONFIRMED.	ENCY, THE FAILURE 1	MS UNCONFIRM	ġ		
CONTECTIVE ACTION-MENO TO FIELD TEST PERSONNEL TO RELEASE FOR FAILURE ANALYSIS.	TEST PERSONNEL	TO MANE CENTAIN OF PAILINE BY REPEAT TESTS OF	CPEAT TESTS O		SUSPECTED 17EHS PRICE	
ELECTRICAL-A/B	90-14-070 Inverter	FAR E7-06349-801	\$10806 WIR	22	LELAND AIRBOAN	1455.0
FAILURE MODE-ERRATIC OPER R.	FAILURE MODE-ERRATIC OPERATION CAUSED BY THE OPEN CIRCUITING AT INVERTER START-UP OF A GROUND SUPPLY CIRCUIT SREAKE.	AT INVERTER START-	nous v do en-	to suppra	CIRCUIT BREAKE	·
CORRECTIVE ACTION-A (BABE	CORRECTIVE ACTIOM-A (BABE) RELEABED E.O. DIRECTIMS THE (JUMPERIMS) OF THE CIRCUIT BREAKER OPENIMS UNDER INVERTER	ERING) OF THE CIRCI	II BREAKER O	PCNINE UN	DER INVERTER BT	
						

GENERAL ... NAMICS CONVAIR DIVISION DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

15 JUN 1968

FAILURE WODE-ELECTRICAL MORT: HIGH EXTERNAL LOADING RESULTING THE MORT CINCUITING OF A DIODE. CORRECTIVE ACTION-MORE, SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. ELECTRICAL-AND FORMS SOMECE TAILURE WODE-ELECTRICAL SHORT: HIGH EXTERNAL LOADING RESULTING IN SHORT CINCUITING OF A DIODE. CORRECTIVE ACTION-MORE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CORRECTIVE ACTION-MORE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. CLECTRICAL-AND FORMS SOME THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVENTER. FAILURE WODE-CLECTRICAL-AND FORMS SOME THE FORMS TESTING OF THE FAILURE OF THE FAILURE OF THE SAURTH THE SAUR	3737EH \$40-3757EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DATE DATE DIF	PR O H	VENDOR NAME	,
CTICK-MOME, SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IS SO-14-087. HIGH EXTERNAL LOADING RESULTING IN SHORT CIRCUITING OF A DIODE. CHICK-MOME, SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SO-14-087. HIGH EXTERNAL LOADING RESULTING IN SHORT CIRCUITING OF A DIODE. CTICK-MOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SO-14-084. SO-14-084. HIGH EXTERNAL LOADING RESULTING IN SHORT CIRCUITING OF A DIODE. CTICK-MOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SO-14-084. SO-14-086. FAILURE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SO-14-086. CTICK-MOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SINULATOR: INVERTER DIODE. CTICK-MOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN A SELECTRICAL SHORT. CAUSED BY HIGH EXTERNAL LOADING RESULATION. SINULATOR: INVENTER SINULATOR: SINULATOR: INVENTER SINULATOR: SINULATOR: INVENTER SINULATOR: SINULAT	ECTRICAL-A/B	90-14-068 INVERTER DIODE	FAR 27-06578-3	1	₹ \$	LELAND ATREORN	*****
SO-14-067 -ELECTRICAL SHORT. HIGH EXTERNAL LOADING RESULTING IN SHORT CIRCUITING OF A DIODE. CTICN-HOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SO-14-066 HAIN MISSILE INVERTER DIODE FAN SO-14-066 BD-14-066 THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN SO-14-066 INVERTER DIODE TON-HOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN AESS-0168/FC-4CO-02-118 SIMULATION, INVERTER SIMULATION, INVERTER SIMULATION, INVERTER SIMULATION, INVERTER SIMULATION, TAULIT GO CPS GROUND POMER RESULATION, SIMULATION, TAULIT GO CPS GROUND FOMER RESULATION, SIT-COMPOSITE RESCHEDULED. COMPOSITE RESUM RESULATION, SIT-COMPOSITE RESCHEDULED. COMPOSITE RESUM RESULATION, SITH THAN CAUSED AND SULBANCE PULSE BEACON OUTPUT TO BE ERRATIC.	FAILURE MODE-ELECTRICAL CORRECTIVE ACTION-MONE,	SHORT, HIGH EXTERMAL LOADING RESULT.	ING IN SHORT CIRCUI	TING OF A DICOE	¥ AT	INVERTER.	
-ELECTRICAL SHORT. HIGH EXTERNAL LOADING RESULTING IN SHORT CIRCUITING OF A DIODE. CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN 90-14-066 ANTHER HISSILE INVERTER DIODE FAN 90-14-066 ET-08178-3 90-14-066 ET-08178-3 FAN 90-14-066 PART 90-14-066 FOR AN EXCESSIVE OVERLOAD IMPOSED ON THE IN 100-MONE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD INFOSED ON THE IN CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM REGULATION. FINANCE. FINANCE. 11-066 FAND FOR THE INFOSED ON THE FAILURE IS FROM THE SECULATION. FINANCE. FINANCE OF THE FAILURE IS FROM REGULATION. FINANCE. FINANCE OF THE FAILURE IS FROM TERBULATION. FINANCE OF THE MINERTER OF SHOUND FOMER REGULATION. FINANCE OF THE MINERTER OF THE SHOUND FOMER REGULATION. FINANCE OF THE MINERTER OF THE SHOUND FOUR THE SHOUND FO	ECTRICAL-A/B	90-14-067 INVENTER DICOE	FAR 27-08178-1	530	22	BENDIX	04370
CTION-NOWE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IN MO MAIN MISSILE INVERTER DIODE EP-DB178-3 \$105E9 WTR NO MAIN MISSILE INVERTER DIODE EP-DB178-5 \$105E3 WTR NO INVERTER DIODE FAR \$105E3 WTR NO INVERTER DIODE FAR \$105E3 WTR NO INVERTER DIODE EP-DB178-5 \$105E2 WTR INSO INVERTER SINULATION, INVERTER SINULATION, INVERTER SINULATION, INVERTER SINULATION, INVERTER SINULATION, PAULIT 60 CPS GROUND POMER RESULATION, 6105E2 POMER RESULATION, 610FB176-6 FAULIT 6ND 6D CPS POMER RESULATION EF-DAMEN RESULATION OF ERRATIC.	FAILURE MOC-ELECTRICAL	SHORT. HIGH EXTERNAL LOADING RESULT	ING IN SHORT CIRCUI			٠.	
SO-14-066 HAIM MISSILE INVERTER DIODE EP-D6176-3 FAR HAIM MISSILE INVERTER DIODE ET-CRICAL SHORT. HIGH EXTERNAL LOADING RESULTING IN SHORT CIRCUITING OF A DIODE. CIICH-HOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD INFOSED ON THE IN PD-14-066 INVERTER DIODE ET-D6176-3 FAR HOD RANGE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD INFOSED ON THE IN AESI-G168/FC-4CO-02-113 COMPOSITE-FACTORY 1130 SINULATOR: INVERTER SINULATOR S		8	OH AN EXCESSIVE OVE	RLOAD IMPOSED O	14E 1	NVERTER.	
-ELECTRICAL SHORT, HIGH EXTERNAL LOADING REBULTING IN SHORT CIRCUITING OF A DIGDE. CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IM BD-14-086 ENVERTER DIGDE ET-06170-3 FAR RESULTING IN SHORT CIRCUITING OF A DIGO CTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE IM AESI-GIBS/FC-4CO-02-113 COMPOSITE-FACTORY 1130 SINULATORY INVERTER SINULATORY INVENTER SINULATOR	ECTRICAL-A/B	90-14-066 PAIN NESSILE INVERTER DICOE	FAR 27-06:78-3		₹ ₹	LELAND AIRBORN E.	984308
CTION-HOME SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVCALCAD IMPOSED ON THE IN 29-14-066 INVERTER BIODE PAR 27-08170-3 SIDSES WIR NO FAR 27-08170-3 SIDSES WIR NO FAR 27-08170-3 SIDSES WIR NO FAR 27-08170-3 SIDSES WIR NO BY DESTRUCTION OF A DIO SIMULATOR, INVERTER SIMULATOR, INVERTER SIMULATOR, INVERTER SIMULATOR, INVERTER SIMULATOR, INVERTER SIMULATOR, INVERTER SIMULATOR, PAULTY 60 CPS GROUND POMER REGULATION. T-MONE. T-COMPOSITE RESCHEDULED, COMPOSITE REAU REGULATION. T-COMPOSITE RESCHEDULED. TO THE IN SIMULATION FAULTY GO CPS GROUND POMER REGULATION.	FAILURE MODE-ELECTRICAL	SHORT. HIGH EXTERNAL LOADING RESULT	ING IN SHORT CIRCUI			٠	
PARTIC OPERATION. PAULTY GO CPS GROUND POWER RESULTION. 11-COMPOSITE RESCHEDULED. COMPOSITE RESULATION.		SINCE THE CAUSE OF THE FAILURE IS FRO	OH AN EXCESSIVE OVE	ALOAD THPOSED O	1 THE	HVERTER.	
FAILURE MODE-ELECTRICAL SMORT. CAUSED BY HIGH EXTERNAL LOADING RESULTING IN SMORT CIRCUITING OF A DIODE. CORRECTIVE ACTION-MONE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OVERLOAD IMPOSED ON THE INVERTER. ECTRICAL-A/B AESI-DISS/FC-ACO-02-11S COMPOSITE-FACTORY 1150 NO SIMULATOR, INVERTER AILURE MODE-ERRATIC OFFRATION. FAULTY GO CPS GROUND POMER RESULATION. SYSTEM EFFECT-NOME. KENICLE EFFECT-COMPOSITE RESCHEDULED. COMPOSITE RERUN RESULRED. FAULTY GND SD CPS FOMER RESULATION EFFECTED G.	ECTRICAL-A/B MER SOURCE	9D-14-066 INVERTER DIODE	FAR E7-06170-3		₹ ₹	LELAND AFRBORN	*****
CORRECTIVE ACTION-NOWE SINCE THE CAUSE OF THE FAILURE IS FROM AN EXCESSIVE OWERLOAD IMPOSED ON THE INVERTER. ECTRICAL-A/B AESI-DISS/FC-4CO-02-119 COMPOSITE-FACTORY 1150 NO SIMULATOR, INVERTER SIMULATOR, INVERTER SIMULATOR, INVERTER ACOUND FOMER RESULATION. ATILURE MODE-ERRATIC OPERATION. FAULTY 60 CP8 GROUND POMER RESULATION. NYSTEM EFFECT-NOME. FEMICLE EFFECT-COMPOSITE RESULPMENT CAUSED A/B SUIDANCE PULSE BEACON OUTPUT TO BE ERRATIC.		SHORT. CAUSED BY HIGH EXTERNAL LOAD	ING RESULTING IN SH	ORT CIRCUITING			
MER SOUNCE SIMULATOR, INVERTER FAILURE MODE-ERRATIC OPERATION. FAULTY 60 CP8 GROUND POMER RESULATION. SYSTEM EFFECT-MONE. WEMICLE EFFECT-COMPOSITE RESUMED, COMPOSITE RESUN RESULRED, FAULTY 6ND 6D CP8 POMER RESULATION EFFECTED 6 INVERTEE EQUIPMENT MATCH IN TURN CAUSED A/8 6UIDANCE PULSE BEACON OUTPUT TO BE ERRATIC.	NON	BINCE THE CAUSE OF THE FAILURE IS FRO	OM AN EXCESSIVE OVE	ALOAD IMPOSED O	1 THE 1	HVERTER.	
FAILUME MODE-ERRATIC OPERATION. FAULTY 6D CPS GROUND POMER RESULATION. SYSTEM EFFECT-MONE. Vehicle Effect-composite rescheduled. Composite Rerun Resuired. Faulty 5nd 5D CPS POMER RESULATION EFFECTED 6 INCE TEST EQUIPMENT WHICH IN TURN CAUSED A/S SUIDANCE PULSE BEACON OUTPUT TO SE ERRATIC.	ECTRICAL-A/B WER SOURCE	AES1-0188/FC-ACO-02-118 SIMULATOR, INVERTER SIMULATOR, INVERTER	COMPOSI TE-PACTORY	11.90 610881	9 €		
BYBIEM EFFECT-MOME. Yemicle effect-composite rescheduled. Composite reaw Rewired. Faulty smd so cps fower resulation effected s Amce test equipment maich in Turn Caused A/B suidance pulse beacon output to be erratic.	FAILURE MODE-ERRATIC OPE	CRATION. PAULTY SO CPS GROUND POMER I	REGULATION,				
KEMICLE EFFECT-COMPOSITE RESCHEDULED. COMPOSITE RERUM RESUIRED. FAULTY SHO SO CPS POWER RESULATION EFFECTED SI INCE TEST EQUIPMENT MAICH IN TURN CAUSED A/R SUIDANCE PULSE BEACON CUTPUT TO BE ERRATIC.	HRIEM EFFECT-NONE.	·	÷				
	EMICLE EFFECT-COMPOSITE INCE TEST EQUIPMENT MAICI	: RESCHEDULED, COMPOSITE REAUM REDUIS :H IN TURN CAUSED A/B GUIDANCE PULSE	RED. FAULTY GND 60 (BEACON OUTPUT TO BI	IPS POWER REGUL. E ERRATIC.	1104	FFECTED 6ND 6UE	

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3737EM 310-3737EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	PRIOTH	VENDOR HAME VENDOR PART HO	
CORRECTIVE ACTION-NOT KNOWN.	NOAM,	man armin kumin kum aminya da manana da m					••••
CLECTRICAL-A/B POMER SOURCE	AE81-0404/FC-5CO-01-050 INVENTER	COMPOSITE-PACTORY	50E.	FACTORY	7E\$		••
FAILURE HODE-OUT OF SPEC	SPECIFICATION OR TOLERANCE-THE INVERTER OUTPUT VOLTAGE MAS TOD HIGH.	RTER OUTPUT VOLTAGE MAI	T00 HIGH.				
SYSTEM EFFECT-OFERATION TOO HIGH.	1 TOO HIGH.						
VEHICLE EFFECT-COMPOSITI	VEHICLE EFFECT-COMPOSITE RESCHEDULFD, COMPOSITÉ WAS RLRUM AND A SECOND SYSTÉM RETEST WAS REQUIRED.	UN AND A SECOND SYSTEM	RETEST MA	REGUIRE	Ġ		
CORRECTIVE ACTION-THE INVERTER WAS READJUSTED.	NVERTER WAS READJUSTED.						
ELECTRICAL-A/B POMER SOURCE	AE61-0245/P4-401-00-100 BATTERY	COUNTDOWN	1000	11 13	YES NO		109500
FAILURE MODE-OUT OF SPE . DRCP APPARENTLY DUE TO	OF SPECIFICATION. MISSILE SYSTEM DC WOLTAGE DROPPED FROM £6.9 WIG TO REDLINE CONDITION OF £6.5 VDC DUE TO LOADS AT EMGINE START.	LTAGE DROPPED FROM £6.	WAC TO RE	DLINE CO	MD1710M OF	ES.B VOC	
SYSTEM EFFECT-OPERATION	STATEM EFFECT-OMERATION TOO LOW. MISSILE DC VOLTAGE AT REDLINE CONDITION.	REDLINE CONDITION.				<u>.</u> .	
VEHICLE EFFECT-COUNTDYM OVERT, PCAER SWITCHED BA	VEHICLE EFFECT-COUNTDYAM DELAYED, AN EIGHT MINUTE HOLD HAS CALLED WHILE POMER HAS SWITCHED OPERT, POMER SHIBLE FOR DURATION OF FLIGHT.	HAS CALLED WHILE POWER POWER POWER	INS SULTO	ED TO EX	POMER WAS SWITCHED TO EXTERNAL TO ALLOW REC DURATION OF FLIGHT.	ILON REC	
CORRECTIVE ACTION-UNKNOWN.	į						
ELECTPICAL-A/B POMER SOURCE	6P-14 043 BATTERY	7.4R 27.06359-5	950 610404	¥ 5	YES YARDNEY ELECT NO	T ELECT	•
FAILURE MODE-OUT OF TOL ME REPORTED FAILURE.	OF TOLERANCE. VOLTAGE WAS REPURTED TOO LOW FOR SERVICE, PAILURE ANALYSIS AT 60/C DID NOT CONFIRM T	LOM FOR SERVICE, FAIL	URE AMALYS!	18 AT 60/	C DID NOT	CONTINH T	
CORRECTIVE ACTION-NOME.						:	
ELECTRICAL-A/B POWER BOURCE	AEGO-0957/P3-502-00-13 Main Hibbile Battery	FLICAT	13E 610313	13	2 Q		
FAILURE HODE-FAIL DURIN ATIMG LEVEL AT 177 SECON H,N THE BATTEAT, BURING RT THE LAUMCH.	DURING OPERATION: THE MISSILE BATTERY VOLTAGE BEGAN TO DECREASE GRADUALLY FROM THE 28.8 VOLT OPER SECONDS, DROPPING DELOK: THE 26 VOLT LOMER LIMIT BY SOD SECONDS, POSSIBLY DUE TO A FAULTY CELL MIT URING COUNTDOMN EXCESSIVE VOLTAGES MERE OSSERVED BUT MERE NOT CONSIDERED SIGNIFICANT ENQUGN TO ABO	/ VOLTAGE BEGAN TO DECR OWER LINIT BY 900 BECO NE COBERNED BUT WERE NO	EASE GRADU. HOS, POSSII I CONSIDER!	ALLY FROM TO BLY BUE TO BIGHTE	I THE 28.8 TO A FAULTY	FOLT OPEN CELL HIT HH TO ABO	
BYSTEM EPPECT-OPERATION	STRICH EFFECT-OPERATION TOO LOW. BATTERY VOLTAGE DECAYED BELOW THE NOWINAL LOWER LIMIT BUT DID NOT EFFECT PLIGHT PE	ED BELOW THE NOWINAL LO	MCR LINIT	DUT 010 1	OT EFFECT (7.1411 PE	
						PASE 005E	

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	FAILED COMPONENT NAME	PART NUMBER	DATE DIF TIME D	DATE DIF TIME DIF OTH VENDOR PART NO	£
مع ا	SYSTEMS THROUGH RETRO-ROCKET FIRING AND LOSS OF TELEMETRY AT 644 SECONDS.	AND LOSS OF TELEHETRY A'	F 684 SECONDS.		2
VEHICLE EFFECT-NOME.	rE. UnerNOsit				
ELECTRICAL-A/B POMER SOURCE	AE60-0937/P3-90E-00-13 1NVER TER	FLIGHT	13E 13 610318 544	7E3	
FAILURE HODE-OUT O	OF TOLERANCE, INVERTER PREQUENCY BEGAN RAPID DECAY, GOING OUT OF BAND AT 557 SECONDS.	N RAPID DECAY, GOING OU	OF BAND AT 937	SECONDS.	
SYSTEM EFFECT-ERRA	BYSTEM EFFECT-ERRATIC CPERATION-INVENTOR VOLTAGES RESTONDED TO FREQUENCY DECAY BY DECREASING TO OUT OF BAND (PHANES A AND LI AND BY DECREASING (PHASE B) TO 110 VOLTS WHEN IT REVERSED TO 60 OUT OF BAND HIGH.	OMDED TO FREQUENCY DECA-	F BAND HIGH.	O OUT OF BAND (PHAS	
VEHICLE EFFECT-MONE, MALFU CORRECTIVE ACTION-LAKINDAN,	VEHICLE EFFECT-NOME, MALFUNCTION OCCURNED 114.5 SECONDS AFTER FLANMED RETRO-ROCKET FIRTHG. Corrective action-unknown.	S AFTER FLANKED RETRO-RO	CKET PIRING.		
ELECTRICAL-A/B POMER SOURCE	90-14-049 INVERTER DIODE	FAR 7-06349-1	780 PALC 610303	YES BENDIN NO	
FAILURE MODE-ELECT CORRECTIVE ACTION- D/C SURVEILLAMCE OF	FAILURE MODE-ELECTRICAL SHORT. LOW GUTPUT VOLTAGE CAUSED BY SHORT CIRCUITED DIODE CR-1D. CORRECTIVE ACTION-THE DENDIX DIODE WAS REMOVED AS AN APPROVED PART. FUTURE DIODE USAGE IS TO BE TRANSITRON. CLOSAE	ED BY SHORT CIRCUITED DI PPROVED PART, FUTURE DIC E.	ODE CR-10. DE UBAGE 18 TO 8	E TRANSITROM. CLOSE	•
ELECTRICAL-A/B POWER BOUNCE	AD61-0069/DA378/01-9MO-01-07 EATTERT: MEATER	COMPOST TE-FAD/DPL	7£ F 610303	7£8 NO	*****
FAILURE HODE-ELECT ACTIVATED AMBER IN	FAILURE HODE-ELECTRICAL OPEN. BATTERY MEATER CIRCUIT WAS NOT CONNECTED FOR THIE TEST RESULTING IN A MISSILE BATTERY Activated ander indication because of Lom Yoltage during the commit seauthce.	AS NOT CONNECTED FOR THI	IE TEST RESULTING	IN A MIBBILE BATTE	2
SYSTEM EFFECT-OPERATION TOO LOM.	IATION TOO LOW.				
VEHICLE EFFECT-NONE.	¥				
CORRECTIVE ACTION-	- LINEK RICHARI.				-
ELECTRICAL"A/B	AA61-0021/P3-901-00-09 Main Missile Battery	COUNTDOM	510224 -3000	7£8 NO	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
FAILURE HODE-OUT O	FAILURC MOSE-OUT OF SPECIFICATION, UMLOADED MAIN MISSILE BATTERY VOLTAGE DROFPLO BELOW REDLIN; LEVEL OF 35.3 VOLTA. Caube umknomm.	LE BATTERY VOLTAGE DROP!	ירס פערסא שנפרוא:	LEVEL OF 35.5 VOLT	
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DIPFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRSCAME

8-03-8-81EH	FAILED COMPONENT NAME	DIF DATA CORCE.	DATE DIF TIME DIF	DIF OTH VEHOOR PART NO	
SYSTEM EFFECT-OPERAT	1110N TOO LOW.				•
VEHICLE EFFECT-COUNT	VEHICLE EFFECT-COUNTDOMN DELAYED. HOLD CALLED TO REPLACE BATTERY, TOTAL HOLD TIME MAB 45 MINUTES.	BATTERY, TOTAL HOLD	THE WAS AS NO	169.	
CORRECTIVE ACTION-REPLACE BATTERY	PLACE BATTERY.				· 1
ELECTRICAL-A/P POMER BOURCE	AAG1-DOE1/P3-501-DU-DO Main missile battery	COUNTDOM	9E 13	7E&	:
FAILURE MODE-ERRATIC	C OPERATION. MAIN MISSILE BATTERY VOLTAGE FLUCTUATING. CAUSE UNENCHES.	TAGE FLUCTUATING. CAU	SE UNNOW.		
SYSTEM EFFECT-ERRATE	TIC OFERATION.				
VEHICLE EFFECT-COUNT	VEHICLE EFFECT-CCUNTDOWN DELAYED. COUNTDOWN RECYCLED, DURING HOLD FOR TELEMETAY PROBLEM AND TO REPLACE MAIN MISSILE BATTERY FOR SECOND TIME. BATTERY HAD BEEN PREVIOUSLY REPLACED DURING EARLIER HOLD.	AING HOLD FOR TELEMETI. LACED DURING EARLIER I	NY PROBLEM AND THOUGH.	O REPLACE MAIN MISSILE	
CORRECTIVE ACTION-REPLACE BATTERY.	PLACE BATTERY.				···
ELECTRICAL-A/B POMER BOURCE	AE-61-0093/FC-5CO-01-033 INVERTER	COMPOSI TE-FACTORY	335	YES LELAND NO	•
FAILUNE MOE-ERRATIC	IC OPERATION-A DEAT PRESUENCY PICKUP BETNEEN THE AC GND PMR SUPPLY AND INVERTER AC PMR SUPPLY CAU THE ELECTRICAL AND PLIGHT CONTROL SYSTEMS.	DETWEEN THE AC GAD FUR ITEMS.	BUPPLY AND INVE	RTEP AC PAR BAPPLY CAL	
STOTEM EFFECT-ERRATI	STRICH EFFECT-ERRATIC OPERATION. OBCILLATIONS CAUSED BY BEAT BETNEEN GROUND AND AIRBORNE PAR BUPPLIES.	BEAT BETWEEN GROUND AL	NO ATRBOANE PUR	BUPPLIES.	
VEHICLE EFFECT-NONE.					
CORRECTIVE ACTION-NO	CORRECTIVE ACTION-WORK IS IN PROGRESS TO ALLEVIATE THIS PROBLEM ON ALL E SERIES DOCKS.	PROBLEH ON ALL E BERT	EB DOCKS.		
ELECTRICAL-A/B POMER SOURCE	98-14-064 BATTERY	FAR E7-06358-8	610E13 ETR	YES VARDMEY ELECT NO	•
FAILURE MODE-LEAN OF E BATTEAT IN HIBBILE	BATTERY 6AB PRESSURE TO 50 PSI (MINIMUM OPERABLE PRESSURE IS 240 PDI) PROHIBITED THE USE OF TH Bervice.	II HUM OPERABLE PRESSUR!	E 18 840 P01) PR	OHIBITED THE USE OF TH	
CORRECTIVE ACTION-YAI	ARDNEY (E) SERIES MAIN HISSILE BATTERIES WILL NOT BE USED AS PLIGHT ITEMS UNTIL REGUALIFIED FOR	HES WILL NOT BE USED A	AS PLICHT ITEMS	UNTIL REGUALIFIED FOR	
ELECTRICAL-A/B	AESI-GODS/PC-SCO-DI-DRE Inventer	COMPOSITE-PACTORY	ERE FACTORY BLOELD	NY YES LELAND NO	
FAILURE MODE-OUT OF MED.	TOLEAANCE-AC VOLTABE INDICATED SIR.8 TO SIS.SVAC DURING THE TEST. A MINIMUM OF SIS.OVAC IS ALLO	TO 118.8VAC DURING TI	HE TEST. A MINIM	UM OF 112.0 VAC 18 ALLO	
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W31636-078	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	DATE DIF TIME DIF	OTH VE		,
SYSTEM EFFECT-OPERATION TOO LOM.	11 ON 100 LOW.						****
VEHICLE EFFECT-COMPOSITE RESCHEDILED.	ONITE RESCHEDILED.						· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION- II	CORRECTIVE ACTION-THE INVERTER WAS READJUSTED.						
ELECTRICAL-A/B	AE61-0092/FC-9CO-02-031	COMPOST TE-FACTORY	31E 610208		S &	LELAND	105800
FAILURE MODE-ERRATI	FAILURE HODE-ERRATIC OPERATION-INVERTER AC VOLTAGE DISPLAYED PLUCTUATIONS OF UP TO D.4VAC THROUGH, OUT TEST.	AYED FLUCTUATIONS OF 1	# 10 B.AY	C THROUGH	T TWO		
SYSTEM EFFECT-ERRAT BLE APPARENTLY CAUSES	SYSTEM EFFECT-ERRATIC OPERATION-INVERTER OUTPUT VOLTAGE FLUCTUATED. INVERTER REPLACED BUT LATER HAS FOUND O.K. TROU BLE APPARCHILY CAUSED BY FICKUP IN MONITORING CIRCUIT.	FLUCTUATED, INVERTER !	EPLACED BY	2 272 7	As FOUR	0 O.K. TROU	
VEHICLE STRECT-COMP	VEHICLE EFFECT-COMPOSUTE RESCHEDULED-COMPOSITE RE-RAN.						
CURRECTIVE ACTION-TI	CORRECTIVE ACTION-THE INVERTER HAS REPLACED. RENORR DOCK GROUNDING SYSTEM.	GROUNDING SYSTEM.					
ELECTRICAL-A/B POWER SOURCE	AE61-0092/FC-5CO-01-031	COMPOST TE-FACTORY	31E 610203		YES 062-0072	007 z	
FAILURE NODE-OUT OF	OF TOLERANCE, THE INVERTER OUTPUT FREGLENCY MAS TOO LOW.	ENCY MAS TOO LOW.					
SYSTEM EFFECT-INVER	SYSTEM EFFECT-INVERTER OUTPUT FREQUENCY MAS TOO LOM.						
VEHICLE CPFECT-COMP.	VEHICLE CFFECT-COMPOSITE RESCHEDULED. COMPOSITE RE-AUM REQUIRED.	EQUIRED.					
CORRECTIVE ACTION-	CORRECTIVE ACTION-INVERTER MENOVED AND FREQUENCY RE-ABJUSTED.	*1£D.					
ELECTRICAL-A/B POWER SOURCE	90-14-DEI Maim Mibbile Battery	FAR E7-06:40-1	9E 610123	ETR	YES YARDHEY HO	IDMEY	****
FAILUME MODE-DRIFT THILED THAT THE BATTI	FAILURE MOSE-DRIFT IN DATTERY VOLTAGE CAUSED BATTERY REMOVAL, FAILURE AMALTBIA DID NOT COMFIRM FAILURE. IT MAB HYPO THILED THAT THE BATTERY MOULD PROBABLY MAYE PERFORMED BATIBFACTORILY.	OVAL, FAILURE AMALTBE IBFACTORILY,	TON 010 1	OW THE FL	Trans.	T. S.	
CORRECTIVE ACTION-UNKNOWN.	PACHORY.						
ELECTRICAL-A/B POWER BOURCE	88-14-060 8ATTRY	FAR E7-06160-1	9E \$10115	CTR	7. 3. 3. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	YES YARDHEY ELECT.	
PAILURE MODE-ERRATIC	IIC OPERATION CAUSE BY LEAKING ELECTROLYTE.	71E.					
			•			PASE 0088	

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GENERAL JANICS CONVAIR DIVISION

CONTICIONE ACTION-NETURN STOCK BATTERIES TO VENDO FOR INVESTIGATION OF NETHOD TO PREVENT INTERNAL ELECTROLITE LEAR ELECTROLICA OF SECOND CONCERNO FOR INVESTIGATION OF NETHOD TO PREVENT INTERNAL ELECTROLITE LEAR ELECTROLICA AND ASSOCIATE AND ASSOCIATE COMPOSITE FACTORY TES FALLORE MODE OF TOLERANCE. PRASE A INVESTIGA NO INSERT EXPENSE OF AND ASSOCIATE AND SYSTEM EFFECT-OFFERATION TO HIGH. FALLORE MODE OF TOLERANCE. PRASE A INVESTIGA NO INSERT TESTING AND SYSTEM EFFECT-OFFERATION TO HIGH. FALLORE MODE OF TOLERANCE. PAGE TOLERANCE AND SYSTEM EFFECT AND ASSOCIATE AND SYSTEM EFFECT-OFFERATION TO HIGH. FOR SOCIETY ACTION-REPLACED THE INVESTIGA. FOR SOCIETY ACTION-REPLACED THE INVESTIGA AND SYSTEM EFFECT AND ASSOCIATE AND ASSOCIATE AND ASSOCIATE ASSOCIATE AND ASSOCIATE ASSOCI	8.00-875EN	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DATE DIF	SITE PRI	I VENDOR MANE	
ACSI-0033/FC-5CO-03-017 COMPOSITE-FACTORY 17E FACTORY 17E ARSI-0033/FC-5CO-02-017 COMPOSITE-FACTORY 17E FACTORY 17E	CORRECTIVE ACTION-RET	URN STOCK BATTERIES TO VENDOR FOR IN	NYESTISATION OF METHOD ETED.	TO PREVENT IN	TERNAL	ELECTROLTTE LEAK	•
OUT OF TOLERAKE. PHASE A INVENTER WOLTAGE EXCEDED 117 VAC AT POMER CHAMCEOVER TO INTERNAL AND DROPPE C AT TEST START. POOR REGULATION OF THE INVENTER WAS BUSPECTED. T-OPERATION TOO HIGH. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING AND SYSTEMS LEVEL RETESTING REBUIRED. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING AND SYSTEMS LEVEL RETESTING REBUIRED. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING AND SYSTEMS RECORDER NO. 2 HOLICATED THAT THE INVENTER PHASE A VOLTAGE EXCENTRY TO USED A MEMINED ABOUT THE UPPER LIMIT WERN LOAD WAS APPLIED. PROBLEM WAS ATTRIBUTED TO THE WATER ADJUSTED AND REMAINED ABOUT THE UPPER LIMIT WERN LOAD WAS APPLIED. PROBLEM WAS ATTRIBUTED TO THE WATER ADJUSTED AND REMAINED ABOUT THE UPPER LIMIT WERN LOAD WAS APPLIED. PROBLEM WAS ATTRIBUTED TO THE WATER OF THE THE SYSTEMS RESCRIPTION TO HEAVEN COLOR AND THE WASTER OF THE THEORY TO HEAVEN TO THE WATER OF THE THEORY TO THE WASTER THE INSTITUTION OF THE THEY PRODUCED. POST-COMPOSITE TESTING REBUIRED. - OUT OF SPECIFICATION THE WATER OUT OF MAN DOLLAGE APPLIED AFTER THE INSTITUTION OF THE TIEST PROBLEM. THE THEY PRODUCED. POST-COMPOSITE TESTING REBUIRED. - THE INVENTER ABOUT TO THE WESTER THE POWENT COMPOSITE.	ELECTRICAL-A/B POMER SOURCE	AES1-0053/FC-5CO-03-017 INVENTER	COMPOST TE-FACTORY	2:1	1		
TOPERATION TOD HIGH. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING AND SYSTEMS LEVEL RETESTING RESULAED. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING AND SYSTEMS LEVEL RETESTING RESULAED. AEST-0015/TC-5CO-02-017 COMPOSITE-FACTORY STEE FACTORY YES SHOUTON TO TOLERANEE. DATA PROW HIDDESTERN RECORDER NO. E INDICATED THAT THE INVERTER PHASE A VOLTAGE EXCENTY HAS OLOSO APPLIED AND REMAINED ABOVE THE UPPER LIMIT WHEN LOND WAS APPLIED. PROBLEM WAS ATTRIBUTED TO FIGH. T-OPERATION TOO HIGH. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING RESULRED. CTION-SEPLECIFICATION. INVERTER OUTPUT PRESULNED. CTION-SEPLECIFICATION. INVERTER OUTPUT PRESULNED. ACSS-0015/TC-SCO-02-017 CCHOOSITE-FACTORY STEE THOCHANDER DID NOT APPLY 6THO BIAS TO THE INTEGRACIOS FOR THE TEST PRODUIDING TO THE TEST PROCESSARIES DID APPLIED AFTER THE ISSUANCE OF SUSTAINER CUTOFF COMMA. T-INFROMER CUTOFF. THE INTEGRATIONS HAD VOLTAGE APPLIED AFTER THE ISSUANCE OF SUSTAINER CUTOFF COMMA. T-INFROMER EXCHEDULED. POST-COMPOSITE TESTING RESULRED. T-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTING RESULRED.	FAILURE MODE-OUT OF TO TO TO TEST	GLERANCE, PHASE A INVERTER VOLTAGE I START, POOR REGULATION OF THE INVE	EXCEEDED 117 VAC AT PO TER MAS SUSPECTED.	HER CHANGEOVER	TO 1NT	ERNAL AND DROPPE	
CTION-REPLACED THE INVERTER. AESI-0033/FC-5CO-02-017 COMPOSITE FACTORY 1TE AESI-0033/FC-5CO-02-017 COMPOSITE-FACTORY 1TE FACTORY YES SINCERANE. DATA FROM HIDNESTERN RECORDER NO. 2 INDICATED THAT THE INVERTER PHASE A VOLTAGE EXCE WITH NO LOAD APPLIED AND REMAINED ABOVE THE UPPER LIMIT MEN LOAD WAS APPLIED. PROBLEM WAS ATTRIBUTED T T-OPERATION TOO HIGH. CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED. CTION-REPLACED INVERTER. CTION-REPLACED INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED TO HIS INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED TO HIS INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED AND HIS INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED AND HIS INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED AND HIS INVERTER. ACSI-0033/FC-3CO-02-017 ACSI-0033/FC-3CO-02-017 ACSI-0033/FC-3CO-02-017 CTION-REPLACED AND HIS INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED AND HIS INVERTER. ACSI-0033/FC-3CO-02-017 CTION-REPLACED AND HIS INVERTER. ACSI-0033/FC-3CO-02-017 ACSI-0033/FC-3CO-02-0	SYSTEM EFFECT-OPERATION	ON 700 HISH.					
AESI-DOSS/PC-SCO-DE-DIT COMPOSITE-FACTORY 1TE FACTORY YES SINGETON TO THE INVENTER PAISE A VOLTAGE EXCE INVENTER ADJUST THE INVENTER PAISE A VOLTAGE EXCE WERTER ADJUSTMENT. DATA THE INVENTER PAISE A VOLTAGE EXCE WERTER ADJUSTMENT. T-OPERATION TOO HIGH. ACS1-DOSS/PC-SCO-D2-D17 COMPOSITE TESTING REQUIRED. TOTON-REPLACED INVENTER. ACS1-DOSS/PC-SCO-D2-D17 COMPOSITE-FACTORY TYE FACTORY YES SIDENT ON THE TEST PAOD WENTER BUSINESS TOO THE TEST PAOD WIGHER REACTIVATION AT SUSTAINER CUTOFF WAS NOT EVIDENT DUE TO HIGH PROGRAMMER DISCRETAINES. INTERN TOOR ENABLINES CONTAINED CUTOFF COMA TO THE TEST PAOD WIGHER REACTIVATION AT SUSTAINER BOOK APPLIED AFTER THE ISSUANCE OF BUSTAINED CUTOFF COMA TO THE TEST PAOD WIGHER REACHEDULED. FORT- COMPOSITE TESTING RESURED. T-OMERGE TOST PROGRAMMER CUTOFF. THE INTEGRATORS FOR THE TEST PAOD WIGHER RESURENCE. THE INTEGRATOR AND TOTAL TESTING RESURENCE. THE INVENTER WAS REPLACED AFTER THE FOUNTH COMPOSITE.	HICLE EFFECT-COMPOS	ITE RE-SCHEDULED. POST-COMPOSITE TEL	STING AND SYSTEMS LEVE	L RETEBTING RE	DUIRED.		
AESI-0033/FC-SCO-02-017 COMPOSITE-FACTORY 17E FACTORY YES FACTORY Y	SRECTIVE ACTION-REP	LACED THE INVERTER.					
-OUT OF TOLERANCE. DATA FROM NIDWESTERN RECORDER NO. 2 INDICATED THAT THE INVERTER PHASE A VOLTAGE EXCENTY HOLOGO APPLIED AND REMAINED ABOVE THE UPPER LIMIT WEN LOAD WAS APPLIED. PROBLEM WAS ATTRIBUTED TO THE ADJUSTMENT. T-OPERATION TOO HIGH. CT-COMPOSITE RE-SCHEDLALD. POST-COMPOSITE TESTING REQUIRED. CT-COMPOSITE RE-SCHEDLALD. POST-COMPOSITE TESTING REQUIRED. CTION-REPLACED INVERTER. ACSI-0013476-360-02-017 COMPOSITE FACTORY THE FACTORY TES SIGNION OF THE TEST PAO FOR THE EXPECTED TO FORE SUSTAINER CUTOFF. THE INTEGRALDS FOR THE EXPECTED TO FORE SUSTAINER CUTOFF. THE INTEGRALDS FOR THE EXPECTED TO FORE SUSTAINER CUTOFF. THE INTEGRALDS FOR THE EXPECTED TO FORE SUSTAINER CUTOFF. THE INTEGRALDS FOR THE EXPECTED TO FORE SUSTAINER CUTOFF. THE INTEGRALDS FOR THE EXPECTED TO FORE SUSTAINER CUTOFF. THE INTEGRALDS FOR THE EXPECTED TO FORE SUSTAINER FUNDAMENT THE INTEGRALDS FOR THE EXPECTED TO FORE THE INTEGRALDS FOR THE EXPECTED TO FORE THE INTEGRALDS. CT-COMPOSITE RESCHEDULED. POST- COMPOSITE THE POURTH COMPOSITE.	ELECTRICAL-A/B POWER SOURCE	AE61-0033/FC-5CO-02-017 INVERTER	COMPOSITE - FACTORY	110	ŀ		***
CT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED. CTIOM-REPLACED INVERTER. AESI-00152/FC-5CO-02-017 COMPOSITE-FACTORY IVE FACTORY YES SIGNIO NO - OUT OF SPECIFICATION, INVERTER OUTPUT FREQUENCY WAS 397 CPS CAUSING PROCRAMMER DISCREPANCIES. INTEGRAND VERNIER REACTIVATION AT SUSTAINER CUTOFF WAN NOT EVIDENT DUE TO NOM-SYNCHRONIZATION OF THE TEST PAO UDANCE TEST PROCRAMMER DISCREPANCIES. INTEGRAND VERNIER CUTOFF. THE INTEGRATORS HAD VOLTAGE APPLIED AFTER THE ISSUANCE OF SUSTAINE CUTOFF COMMA. INPROPER ANALOS SIGNALS. CT-COMPOSITE RESCHEDULED. POST- COMPOSITE TESTING REQUIRED. CT-COMPOSITE RESCHEDULED. POST- COMPOSITE TESTING REQUIRED.	NILURE HODE-OUT OF T ED 117 VAC WITH NO L IMPROPEH INVERTER AD	OLERANCE, DATA PROH HIDNESTERN RECO OAD APPLIED AND REMAINED ABOVE THE ! JUBTWEH!,	RDER NO. E INDICATED T UPPER LIMIT WHEN LOAD	HAT THE INVERT HAB APPLIED. P	ER PHAS ROBLER	E A VOLTAGE EXCE	
CT-COMPOSITE RE-SCHEDULED, POST-COMPOSITE TESTING REQUIRED. CTION-REPLACED INVERTER. 4651-0033/FC-SCO-02-017 COMPOSITE-FACTORY 17E FACTORY TES 4651-0033/FC-SCO-02-017 COMPOSITE-FACTORY 17E FACTORY TES FACTORY TES 1HVERTER 4651-0033/FC-SCO-02-017 COMPOSITE-FACTORY 17E FACTORY TES FACTORY THE TEST PROCAMER DID NOT APPLY GYNO BIAS TO THE INTEGRATORS FOR THE EXPECTED TO TORE FACTORY COMPOSITE THE INTEGRATORS HAD VOLTAGE APPLIED AFTER THE ISSUANCE OF SUSTAINER CUTOFT COMPA FINANCIAL RESCHEDULED. FOST- COMPOSITE TESTING REQUIRED. FINANCIAL RESCHEDULED. FOST- COMPOSITE TESTING FOURTH COMPOSITE.	ISTEN EFFECT-OPERATE	ON TOO HISH.					
ACSI-0033/FC-3CO-02-017 ACSI-0033/FC-3CO-02-017 COMPOSITE-FACTORY 17E FACTORY YES FACTORY YES FINER FCR FINER FCR FACTORY YES FINER FCR FACTORY YES FINER FCR FINER FCR FOR SHEEF FACTORY YES FOR SHEEF FCR FOR SHEEF	HICLE EFFECT-COMPGS	ITE RE-SCHEDULED. POST-COMPOSITE TEL	BTING REQUIRED.				
AESI-0033/FC-3CO-02-017 COMPOSITE-FACTORY 1TE FACTORY YES INVERTER - OUT OF SPECIFICATION, INVERTER OUTPUT FREQUENCY WAS 397 CPS CAUSING PROGRAMMER DISCREPANCIES, INTEGRAND VERNIER REACTIVATION AT 3U31ALK CUTOFF WAS NOT CVIDENT DUE TO NOW-SYNCHRONIZATION OF THE TEST PAOLIDAME TEST PROGRAMMER DIS NOT AND APPLY 4 TO BIAS TO THE INTEGRATORS FOR THE EXPECTED TOME BUSINER CUTOFF. THE INTEGRATORS HAD VOLTAGE APPLIED AFTER THE ISSUANCE OF SUSTAINER CUTOFF COMMA	RRECTIVE ACTION-REP	LACED INVERTER.					
TLUEE HODE - OUT OF NULLING AND VERNI HEF AND GUIDANCE 1 SECONDS BEFORE BUSH STEM EFFECT-INFROPE HIGHER ACTION - THE CTIVE ACTI	ELECTRICAL-A/B MOMER SOURCE	AE51-0033/FC-3CO-02-017 19VEFTCR	COMPOST TE-FACTORY	011	1		•
* * *	FAILURE HODE - OUT OF ATOR HULLING AND YEAR! GRAMMER AND CUIDANCE IT NO SECONDS BEFORE BUST ND.	SPECIFICATION, INVERTER OUTPUT PREI ER REACTIVATION AT SUSTATINEA CUTOFF EST PROBLEM, THE TEST PROGRAMER DIT AINER CUTOFF, THE INTEGRATORS HAD W	BUCHCY WAS 397 CPS CAU WAS HOT EVIDENT DUE T MAI APPLY GYOD BIAB 3LTAGE APPLIED AFTER TI	SING PROGRAMME O NCM-STNCHRON TO THE INTEGRA ME ISSUANCE OF	R D19CR 12AT10H TOPS F0 BUSTA1	PANCIES, INTEGR OF THE TEST PAO N THE EXPECTED I	
VENICLE EFFECT-COMPOSITE RESCHEDULED. POST- COMPOSITE TESTING REQUIRED. CORRECTIVE ACTICA - THE INVERTER WAS REPLACED AFTER THE POINTH COMPOSITE.	STSTEM EFFECT-INFROPE	R AMALOS BISMALS.					
-	CHICLE EFFECT-COMPOS	ITE RESCHEDULED. POST. CONFOSITE TRI	HING REGUIRED.				
	-	HE INVERTER WAS REPLACED APTER THE F	POJRTH COMPOSITE.				
						PACE DOCK	T

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M31676 M37876 GUG	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA SOURCE	VEHICLE DATE OIF TE	317E 71ME DIF O	PRI VENDOR HAME OTH VENDOR PART NO	
ELECTRICAL-A/B	AE60-1013/FC-5CO-D2-014 INVERTER	COMPOSTTE-FACTORY	16E 6012E0	VE.	•	****
FAILURE MODE-ERRATIC	IC OPERATION- OSCILLATIONS OF 0.8 VAC WERE EVIDENT ON PHASE A OF THE INVERTER OUTPUT.	RE EVIDENT OF PHASE	A OF THE IN	ERTER OUT	rut.	
SYSTEM EFFECT-ERRATIC	TIC CPERATION.					
VEHICLE EFFECT-COMPOS	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. BYSTEM AND COMPOSITE RETESTING WAS REQUIRED.	E RETESTING WAS REQU	IRED.			
CORRECTIVE ACTION-THE	THE PROBLEM COULD NOT BE DUPLICATED, MOMEYER THE INVERTER WAS REPLACED AS A PRECAUTIONARY MEASURE	EVER THE INVERTER WA	B REPLACED A	IS A PRECA	UTIONARY MEASURE	
ELECTRICAL-A/B	AE61-0015/FC-4CO-01-088 INVERTER	COMPOST TE-FACTORY	865 801216	¥2.		129661
FAILURE HODE-DRIFT. A	. A 1.6 VAC INCREASE IN VOLTAGE OCCURRED DURING THE TIME POWER WAS SUPPLIED BY THE INVERTER. OCCURRED AFTER EACH CHANGEOVER.	DURING THE TIME POW	ER MAS BUPPL	5 FE 63:	IE INVERTER. AN I	
SYSTEM EFFECT-ERRATIC	TIC OPERATION.					
WEHICLE EFFECT-COMPOS	VEHICLE EFFECT-COMPOSITE RESCHEDULED, SYSTEMS LEVEL AND COMPOSITE RETESTING REGUIRED.	MPOSITE RETESTING RE	auratu.			
CORRECTIVE ACTION-REMACED INVERTER	HACED IMVERTER.					
ELECTRICAL-A/D POMER SQUECE	98-14-050 BATTERY .	FAR 27-06160-1	3E	ETR YE	YES YARDMEY ELECT.	*******
FAILNE MODE-GAT OF 8 CURPENT PATHS.	SPECIFICATICN, BATTERY CUTPUT VCLTAGE MAS CAUSED BY ELECTROLYTE LEAKAGE AND RESULTANT IMPROMER	LAS CAUSED BY ELECTR	OLYTE LEAKAG	F AND RE	ILL TANT INTROPER	
CORRECTIVE ACTION-A S	STOW CROER WAS PLACED ON THE VEHDOR PENDING COMPLETE EVALUATION OF	HOING COMPLETE EVALU		MECCHID BOX	A SECOND SOURCE VENDOR.	
ELECTRICAL-A/B POWER SOURCE	AE80-0887/FC-4CO-01-098 BATTERY	COMPOSITE-PACTORY	960 63	ON 013		
FAILURE MODE-FAIL DUR SONS MAS EVIDENT ON MA	FAILURE MODE-FAIL DURING OFERATION- AT APPROX. 210 SECONDS: LOADING OF THE CHAMMELE MONITORING, THE FOLLOWING FUNCT TONS MAN EVIDENT ON MAIL AND MAIR BUIDANCE PAUSE AND RATE BEACON POMER- ELECTRICAL FUNCTIONS AND PLIGHT CONTROL FUN	LOADING OF THE CHA	MMELE MONITO	MING, THE	FOLLOWING FUNCT	
C. CANCE TAKE THE SELECT CONTRACT AND CANCES OF THE CONTRACT O	UNKERT KENO INSKRINDEN TROM NE TO NOT A NAME OF MICHAELE					
VEHICLE EFFECT-COMPOS	WENTOLE EFFECT-COMPOSITE RESCHEDULED. PARTIAL COMPOSITE RETEST WAS PERFORMED.	TEST MAS PERFORMED.				······
CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE PROBLEM WAS CAUSED BY SROUNDING OF THE MISSILE BSVDC POMER SUPPLY THRU KTTS (RELAY) IN THE AZ	HE MISSILE ESUDO PON	ER BUPPLY TE	AC X178	IRELAY) IN THE A	
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GENERAL DYNAMICS CONVAIR DIVISION

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AREO-DEPLY FG-160-DE-011 COMPOSITE-PACTORY 11E NG INVENTER AND CANAGE, 33 OF MIDAESTERN RECORDING NO. E. INVENTER AC VOLTAGE, INDICATED AN OPEN CIRCUIT FOUNDE. CT-COMPOSITE RE-SCHOLE OF AN OPEN WIRE IN HE PRESUREY AND VOLTAGE, INDICATED AN OPEN CIRCUIT FUNDE. CT-COMPOSITE RE-SCHOLE OF AN OPEN WIRE IN HE PRESUREY AND VOLTAGE, INDICATED AN OPEN CIRCUIT FAILURE TO OPENATE AT MESCRISTO TIME ON COMMAND SIGNAL. INMUTES. COMMAND FORE 11 ATTRIBUTED AS THE SCHOLE TO OPENATE AT MESCRISTO TIME ON COMMAND SIGNAL. INMUTES. COMMON FORE TIL ADERIANE. CHICH-BATTERY ACTIVATION COMMAND COCUMPED AT 1-13 MINUTES. COMMON FORE 11 ATTRIBUTED AS THE SCHOLE TO OPENATE AT MESCRISTO TIME ON COMMINER. IF THE PYPOTICIONIC CHARGE 11 ADERIANE. CHICH-BATTERY ACTIVATION COMMAND COCUMPED AT 1-13 MINUTES. COMMON FORE 11 ATTRIBUTED AS THE SCHOLE TO OPENATE AT MESCRISTO TIME OF BUIDANCE EQUIPMENT BY GROUND FOREX LAC.) BEATING WITH SUPPLY. CHARATE COMPOSITE RESCRIDULED. FOST COMPOSITE TERMINES TO INDICATE TROUBLE. CT-COMPOSITE RESCRIDULED. FOST COMPOSITE TERMINES THE WAIN MISSILE BATTERY OFFIN CIRCUIT TROUBNER. AT 1-70 MINUTES THE WAIN MISSILE BATTERY OFFIN CIRCUIT TOCATES THE DELINE. COUT OF TOLERANCE. AT 1-70 MINUTES THE WAIN MISSILE BATTERY OFFIN CIRCUIT TOCATES THE DELINE. 1	P CHECKOUT BET WHEI RKED TO EOB OF B/P	THE PRESSURIZE VERNIER 27-41663 (REF CIC 71816)	1	. THE CHECKOUT T			***
OPEN TILETY: CHANKEL 31 OF MIDMESTERN RECORDING NO. P. INVERTER AC YOLIAGE, INDICATED AN OPEN CIRCUIT NOU-CHOK. FOR SOLIAGE SECAUSE OF AN OPEN WIRE IN THE PRESURET AND YOLIAGE MONITOR PAIRL OF THE ELECTRICAL. FOR SOLIAGE SECAUSE OF AN OPEN WIRE IN THE PRESURED. CTION-REPAIRED OPEN WIRE IN ACE ELECTRICAL CASINET. SOLIAGES THE TOTAL STATEMENT OF THE TRANSPORT OF THE TRANSPORT ELECT. BATTERY BATTERY BATTERY BATTERY ACTIVATION COMMAN OCCURED AT T-13 HINNTES, COMMAN FOR ACTIVATION AT T-10 HINNTES WAS THE TRANSPORT OF THE PROTECHIC CHANGE IS ADDRESS. CTION-BATTERY ACTIVATION COMMAN OCCURED AT T-13 HINNTES, COMMON FOR ACTIVATION AT T-10 HINNTES WAS THE THEORY OF THE PROTECHIC CHANGE IS ADDRESS. CTION-BATTERY ACTIVATION COMMAN OCCURED AT T-13 HINNTES, COMMIDDING BY GROUND FORM IS ADDRESS. SHALLATOR. INVENTERY CTION-BATTERY ACTIVATION OF WIDDING SIGNALS. CTION-BATTERY ACTIVATION COMPOSITE TEATING RESULED. TO ISOLATE TROUBLE. CTION-BATTERY ACTIVATED HINNTES THE MAIN MISSILE BATTERY OFFN CIRCUIT NEOLITY REDLING VALUE (18,18) BELOW REDLING. COUT OF TOLERANCE. AT T-7D MINUTES THE MAIN MISSILE BATTERY OFFN CIRCUIT REDLING VALUE (18,18) BELOW REDLING. FOR ACTIVATION TOO LINK, THE MAIN MISSILE BATTERY OFFN CIRCUIT REDLING VALUE (18,18)	ELECTRICAL-A/B POWER SOURCE	AE60-0871/FC-8CO-02-011 INVERTER	COMPOSETE-FACTORY	11E 601031	7.8		•
CTION-REPAIRED OFCH WIRE IN AGE ELECTRICAL CABINET. 99-14-39 PARTICUME TO OPERATE AT PRESCRIETO THE ON COMMAND SIGNAL. TRAUFFICIENT SAUISS FOMER 18 ATTRIBUTED AS THE STATUS OPERATE OF PRESCRIETO THE ON COMMAND SIGNAL. TRAUFFICIENT SAUISS FOMER 18 ATTRIBUTED AS THE STATUS OF COMMAND COMMAND FOR ACTIVATION AT 1-30 HINDIES WE RESIDED FOMER 18 ATTRIBUTED AS THE STATUS OF COMMOND FOR ACTIVATION AT 1-30 HINDIES WE RESIDED FOR THE PROTECHIC CHARGE 18 ADSEASTS. AREN-OTSO-FOR MAY PLOANGEOFFS ALL BATTERY SAUISS TO DETERMINE IT THE PROTECHIC CHARGE 18 ADSEASTS. AREN-OTSO-FOR MAY PLOANGEOFFS ALL BATTERY SAUISS TO DETERMINE TO SAUISS TO SEATING WITH SUPPLY. CHARACTER RESIDENCE AND STATEMENT OF SUIDANCE SIGNALS. CT-COMPOSITE RESCHEDULED. FOST COMPOSITE TESTING RESUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCHEDULED. FOST COMPOSITE TESTING RESUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCHEDULED. FOST COMPOSITE TESTING RESUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCHEDULED. FOST COMPOSITE TESTING RESUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCHEDULED. FOST COMPOSITE TESTING RESUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCHEDULED. FOST COMPOSITE TESTING RESUIRED TO ISOLATE TROUBLE. AAASO-DIDA/753-503-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/753-603-000-03 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603-000-03 AAASO-DIDA/754-603-000-03 A	FAILURE MODE-OPEN COMDITION THROUGH CHECKOUT SET.	(ELECT). CHANNEL 35 OF MIDNESTERN RE OUT THE TEST BECAUSE OF AN OPEN WIRE	CORDING NO. B. INVERTER IN THE FREQUENCY AND NO	AC VOLTAGE, IND	ICATED AN OPE	N CIRCUIT	
CITCH-REPAIRD OPEN WIRE IN AGE ELECTRICAL CABINET. SHELLAR TO OPEN WIRE IN AGE ELECTRICAL CABINET. PHILATER TO OPENATE AT PRESCRIBTO TIME ON COMMAND SIGNAL. INSUFFICIENT BAUISB POMER IS ATTRIBUTED AS THE STATEMENT AT THE OFFICE OF COMMAND SIGNAL. INSUFFICIENT BAUISB POMER IS ATTRIBUTED AS THE STATEMENT ACTIVATION COMMAND OCCURPD AT THE PROTECHIC CHARGE IS ADESWATE. TOTOM-BATTERY ACTIVATION COMMAND OCCURPD AT THE PROTECHIC CHARGE IS ADESWATE. ARSIN-CATOLOGICOPES ALL BATTERY BAUISBS TO DETERMINE IF THE PROTECHIC CHARGE IS ADESWATE. TOTOM-BATTERY ACTIVATION COMMON TO COMPOSITE FACTORY DE SIGNALS. THOME. HARMONIC BEAT CAUSES PLUCTUATION OF BUIDANCE SIGNALS. TOTOM-DATE RESCHEDULED. POST COMPOSITE TESTING RESULTED TO ISOLATE TROUBLE. TOTOM-DATE RESCHEDULED. POST COMPOSITE TESTING RESULTED TO ISOLATE TROUBLE. TOTOM-DATE HARDONIC BEAT CAUSES PLUCTUATION OF BUIDANCE SIGNALS. SELON AGAINEM. SELON AGAINEMEM. SELON AGAINEM	SYSTEM EFFECT-MON	ú			•		
98-14-039 98-14-039 98-14-039 98-14-039 FAR PAILURE TO OPERATE AT PRESCRIBED TIME ON COMMAND BIGHAL. THRUFFICIENT BAUIDS POMER IS ATTRIBUTED AS THE CITY OF COMMAND COMMAND COMMAND FOR ACTIVATION AT T-BO HINUTES MAS R VELOCH WAY FLOATOSCOPES ALL BATTERY BAUIDSS TO DETERMINE. THE PROFECHIC CHARGE IS ADGRAFT. FERRATIC OPERATION AND ACCASED COMPOSITE TO DETERMINE THE PROFECHIC CHARGE IS ADGRAFT. FERRATIC OPERATION AND ACCASED COMPOSITE TESTING BEAUTION OF GUIDANCE EQUIPMENT BY GROUND FOMER IAC) BEATING MITH SUPPLY. FUNDER, HARMONIC BEAT CAUSES PLUCTUATION OF GUIDANCE SIGNALS. FUNDER, HARMONIC BEAT CAUSES PLUCTUATION OF GUIDANCE BIGNALS. FUNDER, HARMONIC BEAT CAUSES PLUCTUATION MISSILE BATTERY OPEN CIRCUIT POLITICAL HAD DECREASED TO 38.48 98-10-07 OF TOLEBARCE. AT 1-70 MINUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT POLITICAL ROLLING. 1-07-07 FUNDER HAD BELOW THE WAIN MISSILE BATTERY OPEN CIRCUIT POLITICAL TROUBLY TOLEBARCE.	VEHICLE EFFECT-CO		TESTING REQUIRED.				
PARTERY BATTERY BATTERY ET-0839-9 GOIDEI FAR PF-0639-9 GOIDEI FOR FAR PROPERTIES THE PRESCRIBTO THE CH COMMAND SIGNAL. THAUFFICIENT BAUISB FOMER 12 ATTRIBUTED AS TH FEGURATION COMMAND OCCUPED) AT 1-15 MINUTES. COMMAND FOR ACTIVATION AT 1-00 MINUTES WAS IN FEGURATIC OFFERATION. INVENTER SIMPLATOR, INVENTER FOR OCTIVATION COMMAND AT 1-15 MINUTES. COMMOND FOR ACTIVATION AT 1-00 MINUTES WAS IN FERN-GOIDET FOR OCTIVATION AT 1-00 MINUTES TO DETERMINE 11 THE PYROTECHNIC CHARGE 12 ADEQUMENT. FOR OCTIVATION FOR THE MIN MISSILE BATTERY OFFIN CIRCUIT VOLTAGE HAD DECREASED TO 35.45 BELOW ASDLING. FOR COMMINITE THE MIN MISSILE BATTERY OFFIN CIRCUIT VOLTAGE HAD DECREASED TO 35.45 BELOW ASDLING. FOR COMMINITE STATEMY WAS OFFIN THE BELOW THE OPEN CIRCUIT REDLING VALUE (35.58)	CORRECTIVE ACTION	-REPAIRED OPEN WIRE IN AGE ELECTRICAL					
-FAILURE TO CHERATE AT PRESCRIBED TIME ON COMMAND BIGNAL. THAUFFICIENT BAUISB FOMER 18 ATTRIBUTED AS THE STALLARD TO CHANGE TO CHANGE TO ATTRIBUTED AS THE PROTECTIVATION ATT-BO MINUTES WAS RESULPTON CHANGE TO ADEQUATE. AESUL-D730/FC-5C0-D22-D09 COMPOSITE FACTORY DE TOST THE PROTECTIVE CHANGE TO ADEQUATE. AESUL-D730/FC-5C0-D22-D09 COMPOSITE FACTORY DE TOST TO THE PROTECTIVE CHANGE TO ADEQUATE. AESUL-D730/FC-5C0-D22-D09 COMPOSITE FRAITH SUIDANCE EQUIPMENT BY GROUND FOMER IAC). BEATIMA WITH SUPPLY. 1-MOME. MARRONIC BEAT CAUGE FLUCTUATION OF GUIDANCE BIGNALS. CT-COMPOSITE RESCREDULED. FOST COMPOSITE TEATIMA REQUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCREDULED. FOST COMPOSITE TEATIMA REQUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCREDULED. FOST COMPOSITE TEATIMA REQUIRED TO ISOLATE TROUBLE. CT-COMPOSITE RESCREDULED. FOST COMPOSITE TEATIMA REQUIRED TO ISOLATE TROUBLE. SELOM AND OF TOLERANCE. AT T-TD MINUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT TOLIAGE HAD DECREASED TO 38.48 BELOW ASDLING. 1-OPERATION TOO LOW. THE MAIN MISSILE BATTERY WAS OPERATING BELOW THE OPEN CIRCUIT REDLINE VALUE (88.50)	ELECTRICAL-A/B POWER SOUNCE	98-14-039 BATTERY	FAR 27-04358-3	120	YES YARDA	EV ELECT.	*****
AESU-0730/FC-5CO-02-009 SUMCLATOR, INVERTER SUPPLY. 1-MONE. HARMONIC BEAT CAUSES PLUCTUATION OF GUIDANCE SIGNALS. CT-CONFOSITE RESCHEDULED. POST COMPOSITE TESTING REQUIRED TO ISOLATE TROUBLE. CTION-1977 KNOWN. AASO-0108/F9-503-00-03 CANDONIC SET TO HIMUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT UGLTAGE HAD DECREASED TO 38.4 BELOW NEDLING. 1-OPERATION TOO LOW. THE MAIN MISSILE BATTERY WERDER THE OPEN CIRCUIT REDLING VALUE (38.58)	FAILURE MODE-FAILL E CAUSE. CORRECTIVE ACTION- EQUESTED. THE VENCE	URE TO OPERATE AT PRESCRIBED TIME ON THE CHARGE TO THE CHARGE TO THE CHARGE TO THE CHARGE TO THE	COMMAND BIGHAL. INBUFFE AT 1-15 HINUTES. COMMANA TO DETERMINE IF THE	CIENT BOUISD FOM	ER 18 ATTRIBU	; ;	
FAILURE MOC-ERRATIC OPERATION- HARMONIC REAT INTRODUCED INTO GUIDANCE EQUIPMENT BY GROUND POMER (AC). BEATING WITH SYSTEM EFFECT-MONE. HARMONIC BEAT CAUSES PLUCTUATION OF GUIDANCE SIGNALS. VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST COMPOSITE TESTING REQUIRED TO ISOLATE TROUBLE. CORRECTIVE ACTION-LYTE KNOWN. SLECTRICAL—A/S AA80-0105/P3-503-00-03 COUNTDOMN SE 13 YES GOISS FAILURE MOCE-OUT OF TOLERANCE. AT T-TD MINUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT VOLTAGE HAD DECREASED TO 38.4 YDC WHICH MAS BELOW REDLINE. STREET COPERATION TOO LOW. THE MAIN MISSILE BATTERY WAS OPERATING BELOW THE OPEN CIRCUIT REDLINE VALUE (38.59)	ELECTRICAL-A/B POWER SOURCE		COMPOS I TE-FACTORY	96	YES FO		1
VEHICLE EFFECT-NOME, HARMONIC BEAT CAUSES FLUCTUATION OF GUIDANCE SIGNALS. VEHICLE EFFECT-COMPOSITE RESCHEDULED, POST COMPOSITE TESTING REQUIRED TO ISOLATE TROUBLE. CORRECTIVE ACTION-NYT KNOWN. ELECTRICAL-A/B AASO-DIDS/P3-503-00-03 COUNTDOWN SE 13 VES BATTERY-NAIN WISSILE FAILURE MODE-OUT OF TOLERANCE, AT 7-70 MIMUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT UOLTAGE HAD DECREASED TO SS.4 VOC MHICH MAS SELOW REDLINE. SYSTEM EFFECT-OPERATION TOO LOW, THE MAIN MISSILE BATTERY WAS OPERATING BELOW THE OPEN CIRCUIT REDLINE VALUE (85.39)	FAILURE MODE-ERRAS	TIC OPERATION- MARNONIC BEAT INTRODIC Y.	EO INTO GUIDANCE EQUIPM	ENT BY GROUND PO	ER (AC): BEAT	# # # # # # # # # # # # # # # # # # #	
VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST COMPOSITE TESTING REQUIRED TO ISOLATE TROUBLE. CORRECTIVE ACTION-LATT KNOWN. ELECTRICAL-A/B AA60-DIDS/P3-503-D0-03 COUNTDOMN SE 13 VES FOMER SOURCE BATTERY-MAIN MISSILE FAILURE MODE-OUT OF TOLERANCE. AT 7-7D MINUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT VOLTAGE MAD DEGREASED TO 38.4 VDC MICH MAS BELOW REDLINE. SYSTEM EFFECT-OPERATION TOO LOW. THE MAIN MISSILE BATTERY MAS OPERATING BELOW THE OPEN CIRCUIT REDLINE VALUE (83.3V	BIBTEN EFFECT-NON	E. HARHONIC BEAT CAUBER PLUCTUATION C	F GUIDANCE SIGNALS.				
CORRECTIVE ACTION-BYT RNOWN. ELECTRICAL-A/B AA60-0108/P3-503-00-03 COUNTDOWN SE 13 VES FOMER BOURCE BATTERY-MAIN MIBSILE HAIN MIBSILE BATTERY OPEN CIRCUIT "OLTAGE HAD DECREASED TO 88.4 FAILURE MODE-OUT OF TOLERANCE. AT 7-7D MINUTES THE MAIN MIBSILE BATTERY OPEN CIRCUIT "OLTAGE HAD DECREASED TO 88.4 VDC MICH MAS BELOW REDLINE. BYSTEM EFFECT-OFERATION TOO LOW. THE MAIN MIBSILE BATTERY MAS OPERATING BELOW THE OPEN CIRCUIT REDLINE VALUE (88.59V	VEHICLE EFFECT-CO	WOSTIE RESCHEDULED. POST COMPOSITE 1	ESTING REQUIRED TO 180L	TE TROUBLE.	-		
FOLETRICAL-A/8 AA80-0108/P3-503-00-03 COUNTDOWN SE 13 VE3 FOLER BOUNCE BATTERY-MAIN MISSILE BATTERY OPEN CINCUIT UCLTAGE HAD DECREASED TO 35.4 VDC WHICH WAS BELOW REDLINE. 875TEM EFFECT-OPERATION TOO LOW, THE MAIN MISSILE BATTERY OPEN THE OPEN CINCUIT REDLINE VALUE (35.3V	CORRECTIVE ACTION-	-byt KNOMM.					
FAILURE MODE-OUT OF TOLERANCE. AT 1-7D MINUTES THE MAIN MISSILE BATTERY OPEN CIRCUIT VOLTAGE MAD DEGREASED TO 35.4 VOC WHICH MAS BELOW REDLINE. VOC WHICH MAS BELOW REDLINE. SYSTEM EFFECT-OPERATION TOO LOW. THE MAIN MISSILE BATTERY MAS OPERATING BELOW THE OPEN CIRCUIT REDLINE VALUE (85.5V	ELECTRICAL-4/B POMER BOURCE	AA60-0108/73-503-00-03 BATTERY-MAIN MIBELE	COUNTDOM		4 C S		
SYSTEM EFFECT-OFERATION TOO LOW. THE MAIN HISSILE BATTERY WAS OPERATING BELOW THE OFEN CIRCUIT REDLINE VALUE (85.5V	FAILURE MODE-OUT C VDC WHICH MAS BELOW	OF TOLERANCE. AT T-TO MINUTES THE MAI FEDLINE.	N MISSILE BATTERY OPEN	LINCULT VOLTAGE	IAD DECREASED	10 38.4	
	BYBYEN EFFECT-OPER	IATION TOO LOW. THE MAIN MIBBILE BATT	ERY MAS OPERATING BELOW	THE OPEN CIRCUL	I REDLINE VAL	¥6.60 %	
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SENERAL AMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

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SYSTEM \$UB-9YSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	AITE TIME DIF	9 P B E	VENDOR HAME VENDOR PART NO	Q
DC) .	and beginning because the steam speciments in speciments demonstrates and the steam of the steam	incorna, est estado de estato de espara de espara establismismismismismismismismismismismismismi					***
VEHICLE EFFECT-COUNTDOWN DELAYED.		A HOLD IN B CALLED TO COMPLETE COUNTDOWN CHECKS AND EXTENDED TO CHAMGE THE MAIR MI	CKB AND EXT	ЕМОЕВ 10	CHAME	THE MAIR :	
CORRECTIVE ACTION-TH	HE MAIN HISSILE BATTERY IN B REPLACID.	•					_
ELECTRICAL-A/B POWER SOURCE	AASO-DIGS/55 CL-00-03 BATTERY, RAN SAPETY	PRF	3£ 600923	13	7E8		•
FAILURE MODE-OUT OF OWN ON COMMAND.	SPECIFICATION. DUE TO A LOM BATTERY OUTPUT THE COMMAND NO.1, 1 1/2 AMP DESTRUCT FUSE MAS NOT BL	OUTPUT THE COMMANG NO	. 1. 1. 1/2 /	IN DESTRI	- TO	H MAS NOT	
SYSTEM EFFECT-OPERATION DOES NOT START.	ITON BOES NOT START.						·
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-LARKHOMA.	KHOMM.						
ELECTRICAL-A78 POWER SOURCE	AA60-0108/F3-501-00-03 RANGE SAFETY BATTERY	FRF	3E 6009E3	22	\$ Q		*****
FATLURE MODE-OUT OF DUE TO A LOW BATTERY	SPECIFICATION, DURING FRIF, THE COMMAND NO. 1 1.5 AMP FURE FAILED TO BLOW IN THE DEBTRUCTOR UNIT Y VOLTAGE.	AND NO. 1 1.5 AWP FUSE	FAILED TO	BLOW IN 1	že DE	TRUCTOR UKI	-
BYBIEM EFFECT-UPERAT	BYBIEM EFFECT-UPERATION TOO LOM. BATTERY VOLTAGE WAS TOO LOW TO BLOW TEST FUSE IN DESTRUCTOR UNIT.	IN LOW TO BLOW TEST PUBL	E IN DESTRI	KTOR UNIT	.•		
VEHICLE EFFECT-NONE.	***						
CORRECTIVE ACTION-REPLACE BATTERY,	PLACE BATTERY,						_
ELECTRICAL-A/B	AE60-0645/FC-4CO-01-87 Inventer	COMPOSITE-PACTORY	670 600811		. Q		:
FAILURE MODE-DRIFT. HIGH CALIBRATION, APP	A 115 VAC LEVEL CHAMGE OF D.6 V MAS INDICATED ON CHAMMEL 35 OF MIDMESTERM RECORDER ND 8 DURING PARENTLY CAUSED BY A PLUCTUATION OF 115 VAC EXTERNAL POMEN SUPPLY.	I HOTCATED ON CHANNEL :	SOF MIDIA	STERN REC	CONDER	HO & DURING	
STRIEM EFFECT-OPERATION TOO HISM.	TON TOO HISM.						
WHICLE EFFECT-COMPO	OSITE RESCHEDULED.						
CORRECTIVE ACTION-NO	CORRECTIVE ACTION-NOME. EXACT CAUSE COMED NOT SE DETERMINED.	I MED.			,		

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GENERAL AMICS CONVAIR DIVISION

	9961 MOT ST	DIPFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	RICAL BYSTEM-AIRBON	¥		
	SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DATE DATE DATE DATE DA	PRI VENDOR NAME OTH VENDOR PART NO	
-	ELECTRICAL-A/B POWER SOURCE	AE60-03-19/FC-4CO-01-079 INVENTER	COMPOSITE-FACTORY	790 600702	HO LELAND	****
	FAILURE MODE-FAILED DURIN 8 1 TO 1.5 VAC BELOW THAT	FAILURE MODE-FAILED DURING OPERATION- 115 VAC OUTPUT OF THE INVERTER MONITURED B.1 TO 1.5 VAC BELOW THAT READ VIA TELEMETRY AND ON THE TEST EQUIPMENT METER.	INVERTER MONITORED EQUIPMENT METERS	ON CHAPMEL BS OF MIDNESTERN NO. 1	HIDUESTERN NO. 1 WA	
	SYSTEM EFFECT-OPERATION TOO LOM.	100 LOM.				
	VEHICLE EFFECT-COMPOSITE	CHPOSITE RESCHEDULED. POST COMPOSITE TESTING REQUIRED.	, REGUIRED.			
	CORRECTIVE ACTION-LELAND INVERTER OUTPUT PATIBLE. THE EXACT DISCREPANCY IN VOLTAGE	MAVEFORM AND DEFENDENT ON	MONITORING CIRCUITRY OF 1 THE INVERTER NAVE SHAPE.	HE HIBSILE ELECTRIC PANEL W	MONITORING CIRCUITRY OF THE MISSILE ELECTRIC PANEL WERE INCOMINE INVENTER MAYE SHAPE, NO CORRECTIVE ACTION TAKEN.	
	ELECTRICAL-A/G POWER SOURCE	AE60-0538/P1-402-00-60 BATTERY, MAIN MIBBILE	соинтром	600 600702 -900	YES NO	9
	FAILURE MODE-FAIL TO OPERATE	RATE AT PRESCRIBED TIME. THE RENOTE ACTIVATION OF THE MAIN MISSILE BATTERY FAILED TO OCCUR.	ACTIVATION OF THE I	IAIN MIBBILE BATTE	RY FAILED TO OCCUM.	
	SYSTEM EFFECT-OPERATION	SVSTEM EFFECT-OPERATION DOED NOT START, MISSILE BATTERY POMER WAS NOF AVAILABLE DUE TO THE BATTERY NOT ACTIVATING.	ER WAS NOF AVAILABLE	E DUE TO THE BATTE	RY NOT ACTIVATING.	
	VEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOWN DELAYED TO CHANGE BATTERY 114 MINUTES HOLD, 38 MINUTES RECYCLE.	TES HOLD, 33 MINUTE	RECYCLE.		,
	CORRECTIVE ACTION-BATTERY MAS CHANGED	T MAS CHANGED.				
	ELECTRICAL-A/B POWER SOURCE	96-14-050 Battery	FAR 27-06359-8	600 ETA 600701	YES YARDNEY ELECT. HO	10740
	FAILURE MODE-THE BATTERY	BATTERY FAILED TO OPERATE ON COMMAND BIGNAL. BATTERY FAILED TO ACTIVATE.	L. BATTERY FAILED TO	D ACTIVATE.		
	CORRECTIVE ACTION-BATTERY ACTIVATION EQUEBTED. THE VENDOR NOW FLUOROSCOPES	CORRECTIVE ACTION-BATTERY ACTIVATION COMMAND OCCURRED AT 7-15 MINUTES. COMMAND FOR ACTIVATION AT 7-90 MINUTES MAS GUESTED. THE VENDOR NOW FLUORGOOPES ALL BATTERY SQUIBBS TO DETERMINE IF THE PYROTECHNIC CHARGE IS ADEGIATE.	15 MIMUTES. COPMAND DETERMINE IF THE P	COMMAND FOR ACTIVATION AT T-90 MINUTE IF THE PYROTECHNIC CHARGE IS ADEGUATE.	T-90 MINUTES MAS R IS ADEGIATE.	
1	ELECTRICAL-A/B POWER BOURCE	9E-14-051 Inverter D100E	FAR 7-06348-3	600 FACTORY 600627	YES BENDIK NO	******
	FAILURE MODE-OUT OF TOLE THE FAULT.	TOLERANCE. INVERTER PREDUENCY AND VOLTAGE OUT OF TOLERANCES, DIODE ELECTRICAL BREAKDOMM CAUSED	GE OUT OF TOLERANCE	1. DIODE ELECTRICA	L BREAKDOM CAUSED	
	-	CORRECTIVE ACTION-NOME, THIS FAILURE WAS CONSIDERED AN IBOLATED CASE. 60/C TO CONDUCT CLOSE SURVEILLANCE OF INVERTE S BEING MATCHFUL FOR REPEAT FAILURE.	ATED CASE. 60/C TO	COMDUCT CLOSE SUR	WILLANCE OF INVERTE	
					45.4	

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SYSTEM BUD-BYSTEM	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE DATE DIF	817E 71ME 01F	£ 5	VENDOR NAME	
ELECTRICAL-A/B POMER SOURCE	AEG-0334/P4-40E-00-6E INVERTER	COUNTBOMB	620 622	14 -120	25		0
FAILURE MODE-OUT OF SPE	SPECIFICATION. A DISCREPANCY IN MISSILE INVENTER POMER.	LE INVENTER POMER.					
SYSTEM EFFECT-NONE.							
VEHICLE EFFECT-COUNTDOWN DELAYED.	M DELAYED. 2 MINUTES HOLD 5 MINUTES RECYCLE.	S RECYCLE.				*	
CORRECTIVE ACTION-UNKNOWN	- N-10						
ELECTRICAL-A/B POWER SOURCE	98-14-052 Battery	FAR 187-06459-4	229009	ETA	# Q	TARONEY ELECT.	ï • • • • • • • • • • • • • • • • • • •
FAILURE MODE-LEAK IN TH . THIS FAILURE MODE IS A	IN THE BATTERY ACTIVATION SYSTEM. POROLE IS APPLICABLE TO FIVE ADDITIONAL PART	POROUS HELDS IN THE PRESSUNEIZED GAS STORAGE TANK WAS THE CAUSE PART NUMBER BATTERIES ON FAR 98-14-052.	MEIZED 649	1 STORAGE	TANK	MAS THE CAUSE	,
CORRECTIVE ACTION-INSPECTION OF ERY INSTALLATION ON THE MISSILE. TOR.	ECTION OF INDIVIDUAL BATTERIES GAS PRESSURE MONITON SMITCH ON A WEEKLY AND JUST PRIOR TO BATT Hissile, vendor will inspectiveld integrity by the use of mass spectroweter helium leak detec	PRESSURE MONITON SWI INTEGRITY BY THE USE	ICH ON A WE	EKLY AND	Ten.	MONITOR SWITCH ON A WEEKLY AND JUST PRIOR TO BATT BY THE USE OF MASS SPECTROMETER HELIUM LEAK DETEC	
ELECTRICAL-A/B POWER SOURCE	AA6G-GO54/P1-4CO-G1AND2E-40 INVERTER-NAINNISSILE	COMPOSITE-B FACT	800822	11	ž ç		*****
FAILURE MOE-ERRATIC OF EMCY SHIFT, CALCE IN BOTH	TIC CPERATION-BURING BOTH FACT TESTA THE MAIN MISSILE INVERTER INDICATED A SMALL VOLTAGE AND FREGU H BOTH 15518.	E MAIN HIBBILE INVERTI	IR INDICATE	N SPALL	ğ	TAGE AND FREBU	******
SYSTEM EFFECT-MONE.							
VEHICLE EFFECT-NOWE.							
CORRECTIVE ACTION-THE I	I-THE INVERTER WAS REPLACED PRIOR TO FLIGHT.	H1.					
ELECTRICAL-A/B POWER SOURCE	90-14-048 MAIN MIBBILE INVERTER DICOE	7.58 7.08480-7	570 400815	PALC	¥ 0	YES BENDIX NO	22723
FAILURE MODE-ELECTRICAL	FAILURE MODE-ELECTRICAL SHORT, LOW OUTPUT VOLTAGE CAUSED BY SMORT CIRCUITED DIODE CR-10.	BY SMORT CIRCUITED D	100E CR-10				
CORRECTIVE ACTION-THE B D/C SURVEILLANCE OF EXIS	I-THE BENDIK DICOE MAS REMOVED AS AN APPROVED PART, FUTURE DICOE USASE IS TO BE TRANSITROM. CLOSE R'EXISTING INVERTERS POR DICOE FAILURE.	ROVED PART, PUTURE DE	DE UBARE	18 TO BE	TRANS	ITROM. CLOSE 6	
						PASE 0061	
Andreas de la company de la co							,

GENERAL ... MANICE CONVAIR DIVISION

LICTURE WINCELLY FOR THILD CORNERS OF THE STATE OF THE ST	STATE WORKS	DIFFICULTIES REVIEW-EI	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	A 14.			ſ
ELECTRICALLY STATEMENT OF TREATMENT CHOPOLISE COMPOSITE/RATION 1819 FEAT OF A SOURCE TO TREATMENT CHOPOLISE TO COMPOSITE THE TREATMENT CHORD THE TEAT OF TREATMENT CHORD THE TREATMENT CHORD THE TEAT OF T	SYSTEN BUD-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TE		RI VENDOR HANE TH VENDOR FART N	اه
FAILURE MODE-OUT OF TOLERANCE, THE INHERIER AC VOLTAGE ENCEDED THE 117 VAC CALIBRATED LEXEL PHROGHOUT THE TEST ON MONITORED ON CHANGE, 33 OF MIDDESTERN RECORDER NO. E. 117 VAC CALIBRATED LEXEL PHROGHOUT THE TEST OF WIDDESTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN RECORDER NO. E. 113 VAC INTERNAL, EXCERDED THE WASTERN TO NIGHT. VEHICLE EFFECT-OFFERITOR TO NIGHT. VEHICLE EFFECT-OFFERITOR TO NIGHT. VEHICLE EFFECT-OFFERITOR TO NIGHT. VEHICLE EFFECT-OFFERITOR TO NIGHT. FALLURE MODE-OFFERITOR TO NIGHT. FALLURE MODE-OFFERITOR TO NIGHT. FALLURE MODE-OFFERITOR TO SHAPE THE MODE OFFERITOR WAS WITHIN SPECIFICATION. FALLURE MODE-OFFERITOR TO SHAPE THE SHAPER TO INTERNAL PORTER. WHITCH A THE STATEST-OFFERITOR DOES NOT START-OFFERITOR TRANSFER TO INTERNAL PORTER. WHITCH EFFECT-OFFERITOR DOES NOT START-OFFERITOR TRANSFER TO INTERNAL PORTER. WHITCH EFFECT-OFFERITOR DOES NOT START-OFFERITOR. FALLURE WOOL-OFFINE TRANSFER AFFLACED.	ELECTR' TAL-A/B POWER SOURCE	AEGO-0468/FC-4CO-01-42	COMPOST TE-FACTORY	320 600611	> 2	8 40	:
VEHICLE EPECT-COMMONITE RESCHEDULED. FOST COMPOSITE TESTING REQUIRED. CORRECTIVE ACTION-THE AC VOLLAGE WAS READJUSTED TO GRIZIN THE PROPER LEVEL. CORRECTIVE ACTION-THE AC VOLLAGE WAS READJUSTED TO GRIZIN THE PROPER LEVEL. FLECTRICAL-1.49 ACEGO-049777777777777777777777777777777777777		TOLERANCE, THE INVERTER AC VOLTAGE E 15 OF HIDWESTERN RECORDER NO. E.	XCEEDED THE 117 VAC CA	LIBRATED LEV	IEL THROU	CHOUT THE TEST (
VEHICLE EFFECT-COMPOSITE RESCHEDALED. POST COMPOSITE TESTING REQUIRED. CORRECTIVE ACTION—THE AC VOLTAGE WAS READJUSTED TO GRIAIN THE PROPER LEVEL. ELECTRICAL—AS ACCESS TO THE ACTION—THE SELING PROPER LEVEL. FAILURE HOGE-DRIFT, PEAN VARIATIONS OF CAMPELS SELING PROPER RECOGGING NO. E, 115 WG INTERNAL, ENCEDED THE MAXIMUM CALLINARID ELECTE FROM AND THE ATRIONAL WAS CAUSED BY A GLAT PRESCHENT SETTING TO HIGH. SYSTEM STEEL-OPERATION TOO HIGH. VEHICLE STEEL-COPERATION THE NAME TO INDEPENT MATERIAL AND REJECT IT OPERATION HAS WITHIN SPECIFICATION. CORRECTIVE ACTION—FAILURE NOT COPPINED. CONTINUE TO INSPECT INVESTERS AND REJECT IT OPERATION HAS WITHIN SPECIFICATION. COMPOSITE FRECT-COPERATION DOES NOT START-WEIGLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE STEEL-COPERATION DOES NOT START-WEIGLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE STEEL-COPERATION DOES NOT START-WEIGLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE STEEL-COPERATION DOES NOT START-WEIGLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE STEEL-COPERATION DOES NOT START-WEIGLE DID NOT TRANSFER TO INTERNAL POWER.	SYSTEM EFFECT-OPERAL	TION TOO HIGH.					
CORRECTIVE ACTION-THE AC VOLLACE WAS READJUSTED TO CHIRIN THE PROPER LEVEL. ELECTRICAL-AND FALLURE PROCEDENTY. PEAN VALIATIONS OF CHANKEL SS OF HIDDESTERN RECORDER NO. 2, 113 VAC INTERNAL, EXCEDED THE MAXING ACALIDADED LEVEL FROM VALIATIONS OF CHANKEL SS OF HIDDESTERN RECORDER NO. 2, 113 VAC INTERNAL, EXCEDED THE WAXING ACALIDADED LEVEL FROM VALIATIONS OF CHANKEL SS OF HIDDESTERN RECORDER NO. 2, 113 VAC INTERNAL, EXCEDED THE WAXING ACALIDADED LEVEL FROM VALIATIONS OF PACKET STORY TO SECURE TO THE ALREAGE PROPERTY OF THE POCK SUPPLY WERE REQUISED. CORRECTIVE ACTION-THE IMPERTER AND THE IMEET POCKS SUPPLY PRESURED. CORRECTIVE ACTION-THE IMPERTER AND THE IMEET POCKS SUPPLY PRESURED. CORRECTIVE ACTION-THE IMPERTER AND THE IMEET POCKS SUPPLY PRESURED. ALTHOUGH OPERATION WAS WITHIN SPECIFICATION. FAILURE MODE-CRANIC OPERATION. INVESTER FOR DIMETERS AND REJECT IF OPERATION WAS WITHIN SPECIFICATION. FAILURE MODE-CRANIC OF TALEAMER ON THE PROPERS TO INTERNAL POORTS. FAILURE MODE-CONTINUE AND THE SAME ASSURED. FAILURE WORLD-COMMITTER ACTION-INVESTER REPLACED. FAILURE WORLD-COMMITTER ACTION-INVESTER REPLACED. FAILURE WORLD-COMMITTER ACTION-INVESTER REPLACED.	VEHICLE EFFECT-COMPC	OSITE RESCHEDULED. POST COMPOSITÉ TES	TING REQUIRED.				
FAILURE MODE-ORIET. PEAR VARIATIONS OF CHANNEL 35 OF MIDNESTERN RECORDER NO. E. 113 VAC INTERNAL, ENCEDED THE MAXING CHANNEL STREET THE VARIATIONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTONS WERE CAUSED BY A BEAT PREACENT SETMENT THE WAITTON THE MODE TEACH THE WAITTON THE MODE TEACH THE WAITTON THE WAITTON THE MODE THAT WERE READING TO PROMING THE MODE THAT WERE READING TO PROMING THE MODE THAT WE WERE THE TOWN THE WORLD THAT THE WORLD THAT THE WAITTON THE WAITTON THE WAITTON THE WAITTON THE WAITTON THAT THE WAITTON THE WAITTON THAT THE WORLD THAT THE WAITTON THA	CORRECTIVE ACTION-TH	HE AC VOLTAGE WAS READJUSTED TO COTA!	H THE PROPER LEVEL.				_
FAILURE FOCE-DRIFT, PEAR VARIATIONS OF CHANNEL 35 OF MIDNESTERN RECORDER HO. E. 113 VAC INTERNAL, EXCECED THE MAXING HOS CALIDATED LEVEL FROM ABOUT 140 SECOSA'S TO END OF TEST. THE VARIATIONS WERE CAUSED BY A BEAT PRESENCY BETWEEN THE GROUND AND THE AIRBORNE POACE S.PPLIES BEING PICKED UF IN THE PROJECTION LOOP. SYSTEM EFFECT-OPERATION TOO HIGH. VEHICLE EFFECT-COPERATION TOO HIGH. VEHICLE EFFECT-COPERATION TOO HIGH. VEHICLE EFFECT-COPERATION TOO HIGH. VEHICLE EFFECT-COPERATION TOO HIGH. CORRECTIVE ACTION-THE INVERTER AND THE INTERPRESENT FLUCTUATED, ALTHOUGH OPERATION WAS MITHIN SPECIFICATION. CORRECTIVE ACTION-TAILURE NOT COMPINED. CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS ERRATIC, ALTHOUGH WITHIN SPECIFICATION. FAILURE MODE-ERRATIC OPERATION. INVENTER OUTPUT PRESURENT FLUCTUATED, ALTHOUGH OPERATION IS ERRATIC, ALTHOUGH WITHIN SPECIFICATION. FAILURE, MODE-CONTO F L'ALEAAKE ON INVENTER PRESURENT. SYSTEM EFFECT-COMPIT SEQUENCE AND START-VEHICLE DID NOT TRANSFER TO INTERNAL POMER. VEHICLE EFFECT-COMPIT SEQUENCE AND COUNTDOWN ASORTED. CORRECTIVE ACTION-INVENTER REPLACED.	ELECTRICAL-A/B POWER SOURCE	AE60-0497/FC-4CO-01-76 INVERTER	COHPOSTTE-FACTORY	603		SJ Q	****
SYSTEM EFFECT-COPENATION TOO HIGH. VEHICLE EFFECT-COPPOSITE RESCHEDUED. POST-COMPOSITE TESTING REQUIRED. CORRECTIVE ACTION-THE INVERTER AND THE INLET POWER SUPPLY WERE READJUSTED TO MONIMAL LEVELS. ELECTRICAL—AB 99-14-048 PO-14-048 PO-14-048 PO-14-048 PO-14-048 PO-14-048 POWER SOUNCE PACTORY YES BENDER FAILURE MODE—CRANICO OPERATION. INVERTER CUTPUT PRESIDENCY PLUCTUATED, ALTHOUGH OPERATION WAS WITHIN SPECIFICATION. CORRECTIVE ACTION-TALLINE MOT COMPINED. CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS ERRATIC. ALTHOUGH WITHIN SPECIFICATION. FAILURE, MODE—OUT OF 13-ERANCE ON INVENTER PRESIDENCY. SYSTEM EFFECT-OPERATION DOES NOT START-VEHICLE DID NOT TRANSFER TO INTERNAL POWER. WHICLE EFFECT-COMMIT SESSEME AND COUNTDOMN ABORTED. CORRECTIVE ACTION-INVENTER REPLACED.		PEAK VARIATIONS OF CHAMPEL 35 OF MID FROM ABOUT 140 SECONDS TO END OF TES RBORNE PONER S.PPLIES BEING PICKED UT	MESTERN RECORDER NO. 1 IT. THE VARIATIONS WER IH THE MONITCRING LCA	E, 113 VAC 11 E CAUSED BY .	NTERNAL: A BEAT FR	EXLEDED THE MA) EQUENCY BETWEEN	
VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTING REQUIRID. CORRECTIVE ACTION-THE INVERTER AND THE INLET FORER SUPPLY WERE READJUSTED TO MONIMAL LEVELS. CLECTRICAL—A/B 98-14-018 FAILURE MODE-CRRATIC OFFRATION: INVERTER CUTPUT PRESCHENCY PLUCTUATED. ALTHOUGH OPERATION WAS WITHIN SPECIFICATION. CORRECTIVE ACTION-FAILURE NOT COMPIRMED. CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS ERRATIC, ALTHOUGH WITHIN SPECIFICATION. CLECKETCAL—A/B INVENTER FAILURE, MODE-CUT OF 1-MEANER ON START-VEHICLE DID NOT TRANSFER TO INTERNAL POMER. VEHICLE EFFECT-COMMIT SEGUENCE AND COUNTDOWN ABORTED. CORRECTIVE ACTION-INVENTER REPLACED.	SYSTEM EFFECT-OPERA	TION TOO HIGH.					
CORRECTIVE ACTION-THE INVERTER AND THE INLET FOMER SUPPLY WER READJUSTED TO MONIMAL LEVELS. FLECTRICAL-A/B FOMER SOURCE FAILURE HODE-ERRATIC OPERATION. INVERTER CUTPUT PRESCENCY PLUCTUATED. ALTHOUGH OPERATION WAS WITHIN SPECIFICATION. FAILURE HODE-ERRATIC OPERATION. INVERTER CUTPUT PRESCENCY PLUCTUATED. ALTHOUGH OPERATION WAS WITHIN SPECIFICATION. FLECTRICAL-A/B CORRECTIVE ACTION-FAILURE NOT CONFIRMED. CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS ERRATIC. ALTHOUGH WITHIN SPECIFICATION. FAILURE, MODE-OUT OF 1:XERANCE ON INVENTER FRESURKY. BYSICH EFFECT-COMMIT SESURE AND COUNTDOMN ASCRIED. CORRECTIVE ACTION-INVERTER REPLACED. CORRECTIVE ACTION-INVERTER REPLACED.	VEHICLE EFFECT-COMP	OSITE RESCHEDULED. POST-COMPOSITE TES	ITING REQUIRED.				
FAILURE HODE-ERRATIC OFFRATION, INVERTER CUTFUT FREQUENCY FLUCTUATED, ALTHOUGH OFFRATION WAS WITHIN SPECIFICATION. CORRECTIVE ACTION-FAILURE NOT COMPIRMED. CONTINUE TO INSPECT INVERTERS AND REJECT IF OPERATION WAS WITHIN SPECIFICATION. CLECKTICAL-A/B DAISBABZ-AMO-30-29 COMPOSITE-FRD-OPL 23D B-2 YES POSES SOME SOURCE INVERTER FREGUENCY. PYSICH EFFECT-OPERATION DOES NOT BYART-VEHICLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE CFFECT-COMMIT SESUEWEE AND COUNTDOMN ASCRIED. CORRECTIVE ACTION-INVERTER REPLACED.	CORRECTIVE ACTION-T		T WERE READJUSTED TO	NOMINAL LEVE	L3.		
CORRECTIVE ACTION-FAILURE NOT CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS EMATIC. ALTHOUGH CORRECTIVE ACTION-FAILURE NOT CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS EMATIC. ALTHOUGH MITHIN SPECIFICATION. ELECTRICAL-A/S INVENTER INVENTER FAILUR: MODE-OUT OF 1: MEANTER FAILUR: MODE-OUT OF 1: MEANTE AND COUNTDOWN ABONTED. CORRECTIVE ACTION-INVENTER REPLACED. CORRECTIVE ACTION-INVENTER REPLACED.	ELECTRICAL-A/B POWER SOURCE	1	FAR 7-06349-8			res Bendix 40	9.5.7.8.Z
CORRECTIVE ACTION-FAILURE NOT CONFIRMED. CONTINUE TO INSPECT INVENTERS AND REJECT IF OPERATION IS ERRATIC. ALTHOUGH LECTRICAL—A/B DAISS/B2-4MD-20-29 COMPOSITE-FRD/DM, £3D B-E VES FOREK SOUNCE INVERTER ON INVERTER FRESUENCY. STSTEM EFFECT-OPERATION DOES NOT START-VEHICLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE CPFECT-COMMIT SESUENCE AND COUNTDOMN ABORTED. CORRECTIVE ACTION-INVERTER REPLACED.		C OFERATION. INVESTER CUTFUT PRESUEN	IY PLUCTUATED, ALTHOUS	H OPERATION	# * * #	IN BPECIFICATION	
ELECTRICAL-A/B DAISO/B2-AMO-30-23 COMPOSITE-FRD/DM, 23D 6-E VES POWER SOUNCE INVENTER FAILUP; MODE-OUT OF 10LEAANCE ON INVENTER FREQUENCY. SYSTEM EFFECT-OPERATION DOES NOT START-VEHICLE DID NOT TRANSFER TO INTERNAL POWER. VEHICLE EFFECT-COMMIT SEQUENCE AND COUNTDOMN ABORTED. CORRECTIVE ACTION-INVERTER REPLACED.	CORRECTIVE ACTION-F	TAILURE NOT CONFIRMED. CONTINUE TO IN	PPECT INVENTERS AND RE	JECT IF OPEN	1471 ON 18	ERRATIC, ALTHOU	3
F I DLERANCE ON INVERTER FREGUENCY. ATION DOES NOT START-VEHICLE DID NOT TRANSFER TO INTERNAL PONER. HIT SEGUENCE AND COUNTDOWN ABORTED. INVERTER REPLACED.		DA186/B2-4MO-\$0-29 INVERTER	COMPOSITE-PR0/0PM	250 600421	**	, , , , , , , , , , , , , , , , , , ,	
		F TOLERANCE ON INVERTER FREGUENCY.					
	BYSTEN EFFECT-OPERA	ATION DOES NOT START-VEHICLE DID NOT	TRANSPER TO INTERNAL I	OMER.			
INVERTER REPLACED.	VEHICLE EFFECT-COM	HIT SEBUCKEL AND COUNTDOWN ABORTED.					
2900 39V4		INVERTER REPLACED.					-1
						PAGE OF	2

CONVAIR DIVISION

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FIFCTRICAL - A / B	FAILED COMPONENT NAME	PART NUMBER	DANE DIF			-,
	98-14-145 Main Hissile Inventer	FAR 7-08349-3	460	FACTORY	YES BENDIX NO	
FATLURE HODE-OUT OF TOLERAN	OF TOLERANCE VOLTAGE PLUCTUATIONS OCCURRED IN THE INVENTERS OUTPUT.	IN THE INVENTERS O	utput.		٠	
CORRECTIVE ACTION-GD/C SURY OMALY.	CORRECTIVE ACTION-GD/C SURVEY OF ALL SUBJECT PART NUMBERS AND INSPECTION FOR AND THE REMOVAL OF THE CONSTRUCTION AM	ND INSPECTION FOR A	60 THE REM	VAL OF TH	4E CONSTRUCTION AN	,
ELECTRICAL-A/B AE	AE50-0328/FG-ACO-02-64 INVERTER	COMPOS LTE-FACTORY	600322	277	YES NO	887800
FAILURE MODE-OUT OF TOLERAN NDER OF THE TEST THE WOLTAGE	FAILURE MODE-OUT OF TOLERANCE, OUTPUT VOLTAGE EXCEEDED 117VAC FOR A SHORT DURATION AT 277 SECONDS, DURING THE REMAINDER OF THE TEST THE VOLTAGE RETURNED TO A VALUE LESS THAN 117 VAC.	AC FOR A SHORT DURA	110N AT 271	* SECONDS	DURING THE REMAI	
SYSTEM EFFECT-OPERATION TOO HIGH.	HI 64.					
VEHICLE EFFECT-COMPOSITE RESCHEDULED	SCHEDULED.					
CORRECTIVE ACTION-INVERTER HAS READJUSTED.	HAS READJUSTED. COMPOSITE RE-RUM.					
ELECTRICAL-A/8 POWER SOURCE WA	98-14-043 Main Missile Battery	7.A.P. (A.A.B. 18.48.48.48.48.48.48.48.48.48.48.48.48.48	460	FACTORY	YES YARDNEY ELECT.	0
FAILURE MODE-INTERNAL LEAKA	FAILURE MODE-INTERNAL LEARAGE OF ELECTROLYTE, CAUSED INTERNAL SHORT CIRCUIT AND INTENSE HEAT GENERATION.	AL SHORT CIRCUIT AM	INTENSE P	EAT GENER	1475 CM.	
CORRECTIVE ACTION-VENDOR INSTALLED OF TERMINALS, 60/C ACTION TO THSURE	CORRECTIVE ACTION-VENDOR INSTALLED NEW DESIGN INCLUDING ELECTROLYTE OVERFLOW COLLECTION AND POTTING OF BATTERY OUTP It terminals, GO/C action to Insure that all batteries employ New Design.	CTROLYTE OVERFLOW CO	XLECTION A	NO POTTE	46 OF BATTERY OUTP	
ELECTRICAL-A/B AE	AE60-0239/FC-4CO-03-61 Inverter	COMPOST TE-FACTORY	610 600310		YES	0.00
FAILURE MODE-ERRATIC OPERATY AND 115 VAC CONTINUED TO VOOR ELOMAY DAMPING AND DID	FAILURE MODE-ERRATIC OPERATION-JUST AFTER POWER CHAMGEOVER FROM EXTERMUL TO IMTERHAL: THE EG VDC, INVERTER FREGUENC Y and 115 vac continued to vary at about e cps for the remaining a seconds this function was recorded. It appeared t O be slowly damping and did not reappear during the programmed montion of the Test.	FROM EXTERNAL TO THE MING 4 SECONDS THES ED MONTION OF YEK TO	FERNAL: THE FUNCTION :	ES VDC.	INVERTER FREGUENC DED. IT APPEARED T	
SYSTEM EFFECT-ERRATIC OPERATO TO DAMP OUT AND DID NOT APP	SYSTEM EFFECT-ERRATIC OFERATION, AIRBORNE ELECTRIC SYSTEM WAS ERRATIC SMORTLY "FIER CHANGE OVER VARIATIONS APPEARED TO DAMP OUT AND DID NOT AFFECT PERFORMANCE OF VEHICLE.	NE ERRATIC SHORTLY	FTER CHAM	E OVER V	IRIATIONS APPEARED	
VEHICLE EFFECT-COMPOSITE DE LY.	VEHICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TESTS MADE TO TRY TO REPEAT ANGLY. , SYSTEM PERFORMED SATISFACTORI T.	TO TRY TO REPEAT AL	**************************************	TEN PERF	MHED SATISFACTORS	
CORRECTIVE ACTION-NOT KNOWN.	April Section (contesting a section of the section					
					PAGE DOSS	

GENERAL MAHICS CONVAIR DIVISION

15 JUN 1966

3Y37EH 3U6-5Y37EH	TEST/REPORT NUMBER FAILUD COMPOMENT NAME	DIF DATA SOUPCE	VEHICLE DATE DIF	SITE TINE DIF	PRI VENDOR NAME OTH VEHDOR PART HO	
ELECTPICAL-A/B	96-14-037 NAIH MIBBILE INVERTER	FAR 7~06349-3	29D 600308	FACTORY	YES BENDIK HO	
FAILURE MODE-THE INVE	INVERTERS CUTPUT FREQUENCY MAS OUT OF TOLERANCE.	€GAMCE.				
COFFECTIVE ACTION-EAC	I-EACH INVERTER IS IMSPECTED FOR NORVAL OPERATION AND ENGINEERING CONCURRENCE PRIOR TO RELEASE FOR	ERATION AND ENGINEE	TING CONCUR	RENCE PR	IOR TO RELEASE FOR	
ELECTRICAL: A/B POMER SOURCE	99-14-036 BATTERY	FAR 27-06359-3	420	FACTORY	YES VARDNEY ELECT NO	•
FAILURE MODE-OUT OF 8	SPECIFICATION. LPGN BATTERY ACTIVATION THE OUTPUT VOLTAGE 1485 OUT OF SPECIFICATION.	THE OUTPUT VOLTAGE	HAS OUT OF	BPEC1F10	CATION.	
CORRECTIVE ACTION-VEN	-VENDOR IMPROVED INSPECTION OF ALL SQUIDS FOR CORRECT ANOUNT OF EXPLOSIVE MATERIAL.	FOR CORRECT ANOUNT	OF EXPLOSE	VE BUTER	١٠٠.	national nations of
ELECTRICAL-A/B	98-18-017 8atter- NSC	FA:: E7-U6380-1	4.2.0 600300	£19	YES ELECTRIC STORA NO GE BATTERY	• • • • • • • • • • • • • • • • • • • •
FALLUPE HODE-ELECTRIC STALLED PLATE CAUSED 9	FAILUPE HERE-ELECTRICAL SHEME, EPEN CIRCUIT OUTBUT VELTAGE FAILED TO RENCH MINIMUM ACCEPTABLE VALUE, INCORRECTLY IN STAILED PLATE CAUSED SHORT IN ONE CELL. ELECTPOLITE LEAKED, BACK OF ACTIVATION SQUIBS NOT POTTED.	FALLED TO REACH HEADACK OF ACTIVATION	SQUIBS NOT	TARLE VAI POTTED.	U. INCORRECTLY IN	
COMPECTIVE ACTION-THE ACTIVATION RESISTON TE LECTROLYTE CYLINDER AN TERRINAL ROARD AND THE	COPECITIVE ACTION-THE YENDOW WILL REMORE ALL BATTERIES TO INCLUDE 1. POT BACKS OF CONMETORS AND ENCAPSULATE SOUID ACTIVATION FESISION TERMINAL BOARDS TO PREVENT ELECTROCITE SHORTINGE. PLACE A STRIMANE SHEED DEINER ACTIVATE AND E LECTROCITE CYLINGER AND THE MEDPRENE HEATER BLANKEH. S. COAT BATTERY INSIDE WITH SEALEH. S. ENSERT STRIMANE DEINECH TERHINAL BOARD AND THERMOSTAT. S. ENCAPSULATE ALL THERMOSTATS TO PREVENT SHORTING.	INCLUDE 1. POT BACKS BHORTING B. PLACE A F BALTERY HASING WITE TO TO PREWENT BHORT	STRIMANE S STRIMANE S IN SEALER.	TORS AND HEET DET	EMGAPSULATE SQUIB MEN ACTIVATE AND E I BYNTHANE DETWEEN	
ELECTRICAL-A/B	VD-10-010	FAR 27-06360-1	420 600300	(1) N	TAS ELECTRIC STORA NO SE BATTERT	:
FAILURE MODE-FAIL DUR	. DURING OPERATION-OPEN CIRCUIT OUTPUT VOLTAGE DROPPED BELOW MINIMUM ACCEPTABLE LEVEL, ELECTROLITE Tert vall causing dattert discharge because back of activation squibs hot poited.	TAGE DROPPED BELOW I	ANIMUM ACC	EPTABLE I OT POTTEI	LEVEL, ELECTROLITE	
CORRECTIVE ACTION-THE ACTIVATION RESISTOR TE ELECTROLYTE CYLINDER A TERMINAL BOARD AND TH	CORRECTIVE ACTION-THE VENDOR WILL REMORK ALL BATTERIES TO INCLUDE S. POT BACKS OF CONNECTORS AND ENCAPSULATE SAUIS ACTIVATION RESISTOR TERHIAL BOARDS TO PREVENT ELECTROLITE SHORTING. E. PLACE A SYMTHANE SHEET REINERN ACTIVATE AND ELECTROLITE CYLINDER AND THE WEOPRENE HEATER BLANKET. S. COAT BATTERY INSIDE WITH SEALER. 4. INSERT SYNTHANE BETWEEN TERHINAL BOARD AND THERMOSTAT. S. ENCAPSULATE ALL THERMOSTATS TO PREVENT SHORTING.	INCLUDE 1. POT BACK! SHORTING. E. PLACE / AT BATTERY INSIDE WI ATS TO PREVENT SHORY	D OF CONNECT BYNTHAME THE SEALER.	TORB ANG SHEET RE 4. INSEI	ENCAPBULATE SAUIB FMEN ACTIVATE AND AT BYNTHAME BETWEEN	
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<u></u>	3731EH 302-3731EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE FART NUMBER	VEHICLE DATE DIF	817E 71ME DIF	SITE PRI VENDOR NAME	ş
; <u></u>	ELECTRICAL-A/B POMER SOURCE	FT46349/F1-402-00-42 RSC 047581E9	t.	420 600223	11	YES HO	829189
	FAILURE HODE-OUT OF SME ACTIVATED BUT IT WAS BEI WAS OUT OF TOLERANCE,	OF SPECIFICATION, RSC BATTERIES WERE BELOW REDLIME, ONE BATTERY MAS REMOVED, THE OTHER BATTERY WAS UNES BELOW REDLINE AND OVERHEATING, IT MA, REMOVED AND THE FIRST BATTERY RELMSTALLED EVEN THOUGH IT INCE,	A REDLINE, ONE BATTE NEMOVED AND THE FIR	RY WAS REM	OVED, THI	E OTHER BATTERY V	# -
	SYSTEM EFFECT - OPERATION	SYSTEM EFFECT-OPERATION TOO LOW. ASC BATTERIES WERE BELOW REDLINE.	REDLINE.				
	VEHICLE EFFECT-COUNTDOM	VEHICLE EFFECT-COUNTDOWN DELAYED. SO MINUTE HOLD.					
	CORRECTIVE ACTION-USED	CORRECTIVE ACTION-USED MANUALLY ACTIVATED BATTERIES FOR FLIGHT.	181.				1
<u>,</u>	FLECTRICAL-A/B	AESG-1196/FG-4CO-02-59D Inverter-Harness	COHPOST TE-FACTORY	590 600222		<u> </u>	8940£1
	FAILURE HODE-OUT OF TOLERANGE-AT U 74 1603 OPENED THE NEGATIVE REHOTE ER MAS REPLACED AND THE SUBSEQUENT	FAILURE HONE-OUT OF TOLERANCE-AT LUBILICAL EJECT THE INVERTER MALFUNCTIONED. IT WAS DISCOVERED THAT DISCOMMECTING P 71 1603 OPEND THE NEGATIVE REHOTE SENSING LEAD EFFECTIVELY APPLYING ABOUT 5 VDC TO THE MISSILE INVERTER. THE IMVERT ER WAS REPLACED AND THE SUBSEQUENT SYSTEM AND POST-COMPOSITE WAS SUCCESSFUL.	TER MALFUNCTIONED. I APPLYING ABOUT 5 VD E. WAS SUCCESSFUL.	T MAS DISC	COVERED T	HAT DISCOMECTIN	£ F
	SYSTEM EFFECT-OPERATION	SYSTEM EFFECT-OPERATION TOO HIGH. INVERTER SPEED TOO HIGH. CAUNED BY OPEN CIRCUIT IN VOLTAGE SENSE LINE.	CAUSED BY OPEN CIRC	1N VOL	, TAGE SEN	SE LINE.	
	WEHICLE EFFECT-COMPOSIT	VEHICLE EFFECT-COMPOSITE DELAYED. POST COMPOSITE TESTINY REGUIRED TO SHOW SATISFACTORY OPERATION.	COULRED TO SHOW SATE	SPACTORY O	DPERATION		
	COPRECTIVE ACTION-A CHA	COPRECTIVE ACTION-A CHANGE IN THE WIRING WAS INITIATED TO PREVENT RECURRENCE. ALSO THE INVENTER WAS REPLACED.	PREVENT RECURRENCE.	ALSO THE 1	INVERTER	WAS REPLACED.	
L = =	ELECTRICAL-A/B POMER SOURCE	AEGO-D198/FC-4CO-01-59 Inverter-Harness	COMPOST TE-FACTORY	380 600218		2 2	***************************************
	FAILURE MODE-OUT OF TOL	FAILURE MODE-CUT OF TCLERANCE-AT UMBILICAL EJECT THE INVERTER RAN ANAY. A HIGH IM Battery simulator cable umich was repaired prior to rekunning the composite fest.	EJECT THE INVERTER RAN AWAY. A HIGH IMPEDENCE TO GROUND NAS FOUND IN THE FRICK TO RERUMING THE COMPOSITE TEST.	I IMPEDENCE	To GROU	NO NAS POMO IN	¥
	SYSTEM EFFECT-OPERATION	SYSTEM EFFECT-OPERATION TOO HIGH, INVENTER SPEED TOO HIGH. CAUSED BY HIGH IMPEDANCE TO GROUND IN CABLE.	CAUSED BY HIGH IMPE	DANCE TO	RCUMD IN	CABLE.	
	VEHICLE EFFECT-COMPOSIT	VEHICLE EFFECT-COMPOSITE RESCHEDULED. RE-RUN OF COMPOSITE MADE.	MOE.				
	CORRECTIVE ACTION-INVER	CORRECTIVE ACTION-INVERTER REPLACED AND CABLE FIXED.					
	ELECTRICAL-4/8 POWER BOURCE	FIABSTS/PA-AMO-O1-EB Inverter	COMPOST TE-PRD/DPL	200 400214	:	46. 64.	
	FAILURE MODE-HIBSILE IN	FAILURE MODE-WIBSILE INVERTER EXMIBITED MINOR ORCILIATIONS.	•				- <u>-</u>
	STRIEN EFFECT-NONE.						1-1-2-1
	VEHICLE EFFECT-NONE.						
						PAGE DOSS	
		Cally States and Controlled States States and Controlled States S	A Secretary Control of the Control o			The state of the s	

CONVAIR DIVISION

\$7.57ER \$UB-37.37EM	TEST/REPONT NUMBER	BER DIF DATA SOURCE MANE PART NUMBER	RCE VEHICLE R DATE DIF	817E 718E DIF	T T T	VENDOR NAME	
CORRECTIVE ACTION-1	CORRECTIVE ACTION-SYSTEM PERFORMANCE WAS ACCEPTABLE BUT INVERTER WAS CHANGED	BLE BUT THVERTER WAS CHAN	IGED TO ABBURE	SYSTEM CONFIDENCE.	NF I DEN	Ę,	
ELECTRICAL-A/B POWER SOURCE	FTASSSJFA-ACO-OR-ED DATTERY	CCNFOSITE-J FACT	ACT 29D 600219	7.	4E.9		
FAILURE MODE-FAIL TO OPERATION ON INTERNAL E REMOTELY CONTROLLED	FAILURE WODE-FAIL TO OPERATE AT PRESCRIBED TIME, MISSILF POMER COULD NOT BE TRANSFERRED FROM EXTERNAL TO INTERNAL. OPERATION ON INTERNAL POMER COULD NOT TAKE PLACE BECAUSE, THE TEST GATTERY USED HAD NOT BEEN MODIFIED FOR USE WITH TH E REMOTELY CONTROLLED BATTERY ACTIVATION HARNESS INSTALLED ON MISSILE.	NISSILE POWER COULD NOT BE TRANSFERRED FROM EXTERNAL TO INTERNAL. BECAUSE, THE TEST GATTERY USED HAD NOT BEEN MODIFIED FOR USE WITH T INSTALLED ON MISSILE.	BE TRANSFERRE USED HAD MOT	D FROM EXT BEEN HODIF	EFML T	O INTERNAL. URE WITH TH	
SYSTEM EFFECT-OPERA	SYSTEM EFFECT-OPERATION DOES NOT START.						
VEHICLE EFFECT-COMP	VENICLE EFFECT-COMPOSITE DELAYED. 8 HINUTES HOLD.	٠					
CORRECTIVE ACTION-TI	CORRECTIVE ACTION-THE RELAY CONTACTS ASSOCIATED WITH THE BATTERY ACTIVATION CPERATION WERE JUMPERED.	WITH THE BATTERY ACTIVATI	OK CPERATION	WERE JUNNE	RED.		
ELECTRICAL-A/B MOMER SOURCE	98-14-033 Inverter	7A7 7-08949-9	290 000213	E18	YES BENDEX NO 32877	BENDIX SEB77	004376
CORRECTIVE ACTION-VENDOR		FILATION. INVENTER CUIPUT FREGUENCY AND VOLTAGE CUT OF TOLERANCES. Installed Special Lubricating TYPE Electrical Brushes. Dated Effectivity of Dec. 1858.	OUT OF TOLERA	NCE3. EFFECTIVIT	\$ \$	C. 1959.	
ELECTRICAL-A/B POWER SOURCE	98-14-038 MAIN MISSILE INVERTER	FAR 7-06548-3	490	FACTORY	YES BENDIX HO	NO IX	40.704
FAILURE MODE-THE IN	FAILURE MODE-THE INVERTERS OUTPUT VOLTAGE AND PREBUENCY MERE OUT OF TOLERANCE.	EBUENCY WERE OUT OF TOLER	AMCE.				· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-64 RENCE,	CORRECTIVE ACTION-60/C IS MAINTAINING CLOSE SURVEILLANCE OF THESE ITEMS DUFINE FACTORY INSPECTION TO MINIMIZE RECUR Ence,	EILLANCE OF THESE ITEMS D	WEING FACTORY	INSPEC 710	1 0 E	HIMIZE RECUR	
FLECTPICAL-A/D POWER BOURCE	FTASSGO/F1-401-00-4E MISSILE ININ BATTERY	PRF	420	=	50		60110
FAILURE MODE-FAIL TO	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, THE MIBBILE MAIN BATTERY FAILED TO ACTIVATE.	THE MISSILE MAIN BATTERY	FAILED TO AC	TIVATE,			
STRTEM EFFECT-OPERA	TION DOES NOT START. THE MISSILE MAIN BATTERY FAILED TO ACTIVATE.	ILE MAIM BATTERY FAILED !	O ACTIVATE.				
VEHICLE EFFECT-NONE	•						
CORRECTIVE ACTION-CO	CORRECTIVE ACTION-CONTINUE TEST ON EXTERNAL PONCR.						
							,
						PALL DORS	_

CONVAIR DIVISION

15 JUN 1966

	8Y81EH	TEST/REPORT NUMBER	DIF DATA BOURCE	VEHICLE	3176		PRI VENDOR HAME	
	#31814 - 876	FAILED COMPONENT NAME	PANT NUMBER	מאוג מוג	110 111		N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	ELECTRICAL-A/B POWER SOURCE	FTA8360/F1-401-00-4F RSC BATTERY	te.	420	11 -7620	YES NO		
	FAILURE MODE-ELECTRICAL UE TO AM INTERMAL SHORT.	TRICAL SHORT. THE RSC REMOTELY ACTIVATED BATTERY EXPLODED 7 MINUTES AFTER ACTIVATION: APPARENTLY SHORT. PLUG P-806-2 MAS DAMAGED.	ATTERY EXPLODED 7	HINCTES AFT	TER ACTIV	ATION, AP	PARENTLY D	
	AYSTEM EFFECT-OPERATION	BYSTEM EFFECT-OPERATION STOPS PREMATURELY. BYSTEM POMER LOST.					.	
	EHICLE CFFECT-COUNTDOM	EHICLE EFFECT-COUNTDOWN DELAYED, HOLD TIME SO HIMUTES.						
	CORRECTIVE ACTION-BATTERY AND PLUG REPLACED.	RY AND PLUG REPLACED.			* *************************************			
	ELECTRICAL-A/B POWER SOUPCE	98-18-014 BATTERY, R9C	FAR 27-06360-1	420 600200	E T 2	YES ELEC NO GE 13	ELECTRIC STORA GE MATTERY	***************************************
	FAILURE MODE-SMORT (ELEC HEAT FROM, THE MEATER BLA TIERY CELL WALL, SPILLING	FAILUSE MODE-SHORT (ELECT.)-EXRANSION FROM THE EXOTHERMIC REACTION OF THE POTTIMG COMPOUND DURING MANUFACTURE, PLUS Heat From the Heater blanket, rinched the Heater wires and shorted them. The shorted heater rirned a Hole in the Ba Tery cell wall, spilling electrolyte in the Plug area.	EACTION OF THE POT SMORTED THEM, THE	TING COMPOI	UND DURTH ATER BURN	G MANUFAC ED A HOLE	TURE, PLUS IN THE DA	······································
	CORRECTIVE ACTION-THE VE IVATE CYLINDER ASSENDLY A BOARD CIRCUITRY, &, INSUE	CORRECTIVE ACTION-THE VENDOR IS RENORKING ALL BATTERIES TO FACLUCE, 1, ADDITION OF A PMENOLIC SHEET BETWEEN THE ACT IVATO CYLINDER ASSEMDLY AND THE HEATER BLANKET. 2, POTTING OF THE COUPUT COMMECTORS, 8, INSULATING EXPOSED TEAMINAL BOARD CIRCUITRY, 4, INSULATING THE BATTERY PACK FROM THE CAHISTER.	FACLUDE: 1. ADDITS THE CUIPUT COMME.	ON OF A PHI	ENGLIC BH	EE' BETHE G EXPOSED	EN THE ACT TEAMINAL	
	ELECTRICAL-A/B POMER SOURCE	98-18-012 Battery Heater	FAR 27-06360-1	490 600200	e tu	YES ELEC	ELECTRIC STORA GE BATTEAY	09678
	FAILURE MODE-OUT OF EXPE D E7.8 YDC, THE 24 CHH RE ERATURE, LOWER TEMPERATUR	FAILURE MODE-OUT OF EXPECTED TEST VALUE-BATTERY OUTPUT READ 26.2 VDC 449 28.5 VDC, TOLERANCE LIMITS ARE 23.2 VDC AN D 27.8 VDC, THE 24 OHH RESISTORS IN THE BATTERY HEATER THERNOSTAT PAILED RESULTING IN A LONER BATTERY OPERATING TEMP ERATURE, LONER TEMPERATURES RESULT IN LONER BATTERY OUTPUT VOLTAGE.	EG.E VDC AMM EG.S OSTAT PAILEG RESUL OLTAGE.	VDC. TOLE TING IN A U	RANCE LIN LOWER BAT	ITA ARE E	S.E VDC AN	
i	CORRECTIVE ACTION-VENDOR HE SQUIB RESISTORS ON TER TE SQUIB RESISTORS. (4.1) L. THERMOSTATS AND OUTPUT	CORRECTIVE ACTION-VENDOR IS INCORPORATING FOLLOWING DESIGN CHANGES, (S.) REMOVE END OF GROUNDING EAR UNDER ONE OF SQUIN CIRCUIT RESISTOR. (S.) ENCAPSUL IE SQUIN RESISTORS. (S.) ENCAPSUL IE SQUIN RESISTORS. (S.) INSERT THERMAL INSULATOR BETWEEN SQUIN RESISTORS. (G.) ENCAPSULATE A THERMOSTATS AND OUTPUT CONNECTORS.	CHANGES, (S.) REMO E INSULATOR UNDER UIB RESIBTORS AND	VE END OF BOUIN CINC. HEATER THE	GRCUNDTHG UIT REBIB RHOBTAY.	. EAR UNDE 1108. (3.) (3.) ENCA	UMDER ONE OF T (3.) ENCAPSULA ENCAPSULATE AL	
	ELECTRICAL-A/B	98-24-098 847788	FAR B7-D6888-808	420 800121	FACTORY	YE& YARD	YES YARDNEY ELECT NO	·····
2	FAILURE MODE-OUT OF BPEC CTIONING THERMOSTAT.	OF SPECIFICATION. THE BATERIES HEATER EXCEDED THE HISH TEMPERATURE SPECIFICATION. DUE TO A MALFUN 17.	COED THE HIGH TENP	KAATURE BP	KGIFICATI	OM, BUK 1	O A MALFUM	
			de vinderstelle de mande en ministerende des en en en en				PASE GOST	

GENERAL VINAKICE CONVAIR DIVISION

18 JUN 1786

BVD-BVBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHTCLE DATE DIF	VEHTCLE SITE	E 5	VENDOP NAME VENDOR PART NO	
COFRECTIVE ACTION- 60	60/C INITIATED APPROPRIATE WINDOR AUALITY CONTROL.	DUALITY CONTROL.					•
ELECTRICAL-A/B POWER SOURCE	98-14-031 !NVERTER	FAR 7-06349-3	43D 800314	FACTORY	4 OF 10 10 10 10 10 10 10 10 10 10 10 10 10	8EHO3 K 328' ?	
FAILURE MOS-OUT OF	TOLERANCE, THE STATED PAILURE WAS NOT CONFIRCTD.	NOT CONFIRMED.					
108-	NO CORRECTIVE ACTION WAS INITIATED BINCE THE FAILURE WAS NOT CONFIRMED.	BINCE THE FAILURE WAS NO	T CONFIRME				
ELECTRICAL-A/B POMER SOURCE	99-18-011 Battry	FAR 7-06360-3	no100 9	FACTORY	YES T	TARDNET ELECTA IC CO.	9
FAILURE MODE-SHORT (ELECT) THE BATTERY OF CASE EXISTED, ONE OF THE CONNECTING LEAINE, WE CHARGE PERIOD CAUSING THE OVERHEATING.	(ELECT) THE BATTERY OVERHEATED) THE CELL INTERCOMMECTING LINKS MELTED, A HIGH RESISTANCE SHIRT T Of the commecting leads to 1808 has burnt. The Batteny was imadvertently subjected to an excessi ISING THE OVERHEATING.	4E CELL INTERCOMECTING L	INKS HELTEG	O, A HIGH	RESIS ECTED	TANCE SHORT T TO AN EXCESS!	
CORRECTIVE ACTION-THE G CHARGING, IN THE FUR ROS TO BE MAINTAINED.	CORRECTIVE ACTION—THE FAILUR, MAY CAUSED BY HUMAN ERROR IN NOT MAINTAINING PROPER SURVEILLANCE OF THE CHARGIME, IN THE FUTURE THE BATTERY WILL BE PROCESSED ACCORDING TO MPS RELOT ALD RELOR WHICH REQUIRE.	TOP IN NOT HAINTAINING PO	OPER SURVE	SURVEILLANCE OF THE ELON WHICH RESUIRE	THE	BATTERY DURIN COMPLETE RECO	
ELECTRICAL-AZE POMER SOURCE	98-14-30 INVERTER DICOE	FAR 7-06548-3	400	FACTORY	X100038 837	DENCIK 32877	A04576
FAILURE HODE-ELECTRE CORRECTIVE ACTION-NO	FAILURE HODE-ELECTRICAL CHORT. THE INVERTER EXPERIENCED AN INTERNITIENT BHORT CIRCUITED DIODE CR-9. Corrective action-no corrective action has initiated.	ED AN INTERMITTENT BHORT	CIRCUITED	DIODE CR-	.		
ELECTRICAL-A/B POMER SOURCE	FTA6463/P3-4CO-01-48 INVERTER	COMPOSITE-B FACT	430	1.3	88		***
FASLURE MODE-FASSED RACTERISTICS MLPE LES T.	FAILURE MODE-FAILED DURING OPERATION. TELEMETERED DATA INDICATED THAT INVERTER VOLTAGE AND PRESITNCY RESULATION CHA Racteristics Nede Less than debired although the system parameters remained within specifications throughout the tess I.	TA INDICATED THAT INVERTE IN PARAMETERB REMAINED WI	R VOLTAGE /	NO FREGIT	ENCY R THROU	EGULATION C'IA MOUT THE TES	
BYSIEH EFFECT-MOME.							
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-NE	CORRECTIVE ACTION-AEPLACED INVERTER A"TER THE TEST.						·
						PASE 0988	·

GENERAL DYNAMICS CONVAIR DIVISION

14 JUN 1006

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Andre Sections of the Party Section 1	PATCED COMPONENT NAME	PANT HUMBER	DATE DIF	1 ME 014	DATE BIF TIME BIF OTH VENDOR PART NO	
		7 - 12 6 5 4 9 - 3	291800	TACTORY	YES BENDIX NO SEBTT	:
	OF TOLERANCE. THE INVENTERS QUIPUT PRESUENCY AND VOLTAGE PLUCTUATED TO OUT OF TOLERANCE CONDITION.	UENCY AND VOLTAGE PLI	KTUATED TO	, tx	OLENANCE CONDITION.	
2 1	CORRECTIVE ACTION-GD/C HAS INITIATED VENDOR CORRECTIVE ACTION AND REINSPECTION OF	CTION AND REINSPECTIC	N OF 65/C 8TOCK.	œk.		
	AB-14-029 INVERTER CAPACITOR	8+4880+F	200 591208	X L	YES BENDIX NO. 32877	094379
" <u> </u>	FAILURE HODE-ELECTRICAL SHORT, THE INVERTER EXPERIENCED AN INTERMITTENT BHORT CIRCUITED FILTER CAPACITOR CORRECTIVE ACTION GROUND OF GOVE STOCK.	AN INTERMITTENT BHORT CTICH AND REIMSPECTIC	CIRCUITED F	TLTER C	APACI TOR.	
1	98-18-009 POAER SLOPLY-TRANSIBION	FA.9 7-55218	100 \$1.200	CTR	7ES 60/6	•
g I f	FAILURE MOE-FAIL DIVING OPERATION-D'RING RCS CHECKS THE POMER SUPPLY INPUT VOLTAGE DROWPED ABRUPTLY FROM 26.5 VOLT S TO 15 WOLTS MATERISMENTS TO INTERNAL POMEN. BOTH JUNCTIONS IN TRANSISTOR 6-901 MERE SACKEN DOMN, A SECOND POSS. BILLITY FOR THE CAUSE OF THE FAILURE IS INTERSTAGE TRANSCRIMER-901 WHICH HAD BURNED OUT WINDINGS.	POWCR SUPPLY IMPUT V CTÍONS IN TRANSISION WER-SOI WHICH HAD BUR	OLTAGE DROPPING GOOD WINE	FO ABRU	PTLY FPOH 26.5 VOLT	
N-91MCE	CONSECTIVE ACTIONS THE CAUSE OF FAILURE HAS NOT BEEN CONCLUSIVELY DETERMINED. WCC. IS NATHING SURVEILLANGE. F. 113 TPE OF FAILURE.	N CONTLUST VELT DETERM	INEED, GOC 1	V 2 3 3 2	INING BURYLILLAM.L	-
	98-18-009 POMER SUPPLY-TRANSFORMER	4 - WORKING	302166	K1.X	7E3 60/C	0 t 4 4 4 7 0
¥ = <	FAILURE HODE-FAIL DURING OPERATION-DURING RCS CHECKS THE POWER SUPPLY INPUT VOLTAGE DROPPED ABRUFILY FROM RS.S VOLT O 15 VOLTS WHEN SMITCHING TO INTERNAL FOMER. THE WINDINGS IM INTERSTAGE TRANSFORMER T-SDI WERE BURNED OUT, A SECO D POSSIBILITY FOR THE CAUSE OF FAILURE IS TRANSISTOR 8-801 WHICH HAD BOTH JUNCTIONS BRONEN DOWN.	POLER BUPPLY INPUT V NGB IN INTERSTACE TRA DI WHICH HAD BOTH JUN	CLTAGE DROFF NSFORMER 1-9 KTIOMS BROKE	ED ABRU OI MERE N DOMM.	ABRUFTLY FROM EG.S VOLT WERE BURNED OUT, A BECO NOWL	
FAILURE.						

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GENERAL MANICE

*YS1CM \$48-2751EW	TEAT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	\$17E 11 ME 01F	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B	90-14-027 :NVCRTER	FAR 7-08349-3	210	M7R	YES BENDIX NO 32817	***
FAILURE HODE-OUT OF TOL	FAILURE HODE-OUT OF TOLERANCE. THE INVERTERS OUTPUT VOLTAGE DROPPED OUT OF TOLERANCE. Consective action-no corrective action initiated considered an isolated case.	DROPPED OUT OF TOL	ERAHCE.			
ELECTRICAL-A/B	AZC-27-083/P3-401-00-28 INVERTER	P.I.GHT	280 591104	15	22	9997124
FATEURE MODE-OUT OF SPECT CAUSED D-C WATAGE, A-C V EMS ELECTRICAL FRANSIENTS.	SPECIFICATION. AT 84.51; E71.8; AND 289.3 SECOND MALFUNCTIONS EXTERNAL TO THE ELECTRICAL STSTEM A.C. MALFAGE, AND A.C. FREGLENCY TO EXCEED SPECIFICATION LIMITS. THE MALFUNCTIONS RESULTED IN SEVENTS.	.3 SECOND MALFUNCTI D SPECIFICATION LIV	CH3 EXTERN 1113. THE P	ML TO THE	: ELECTRICAL BYSTEM DNS RESULTED IN BEY	
SYSTEM TELECI-EGRATIC OMERATION.	MERATION.					
MENTICLE EFFECT-NONE, AL	ALTHOUGH USER SYSTEMS RETLECTED SCHE OF THE TRANSTENTS; NO ADVERSE, HISSILE EFFECTS HERE CASSERY	F THE TRANSIENTS, P	O ADVERSE	HISSILE I	EFFECTS NERE CASERY	
COFFECTIVE ACTION-NONE.						
ELECTATCAL-A/B MOMER SOURCE	A2C-27-08E/F1-401-00-E8 BATTERY	FLIGHT	260	298.1	9.9	00000
FAILUPE MICE-SHORT (ELECT) ANDTENT DURATION WAS BETWEEN TRANSTENTS WERE CAUSED BT.	ICLECT). FOLLOWIN, VECO, TRANSIENTS WERE NOTED IN ALL THREE ELECTRICAL SYSTEM PARAMETERS. THE TR DETWEEM 1.3 AND 2.3 SECONDS AND COMMENCED AT 200.1 AND 329.2 SECONDS. IT WAS CONCLUDED THAT THE SED BY A SHORT CIRCUIT IN THE PHOTOFLASH SYSTEM CAUSING A MOMENTARY DRAIN ON THE NAIN BATTERY.	NOTED IN ALL THREE ED AT 200-1 AND 329 SYSTEM CAUSING A H	ELECTRICA A.E. SECONDI OMENTARY	L SYSTEM I. IT MAS MAIN ON	SYSTEM PARAMETERS. THE TR IT WAS CONCLUDED THAT THE VIN ON THE MAIN BATTERY.	
SYSTEM EFFECT-ERRATIC OMERATION.	PERATION.					
VEHICLE EFFECT-NONE, RE	VEHICLE EFFECT-MONE, REQUIRED PLIGHT FUNCTIONS HAD BEEN COMPLETED.	PLETED.				
CORECTIVE ACTION-NOWE.						
ELECTRICAL-A/B POMER SOURCE	F146265/F1-401-00-26 INVERTER	COLNTDOAN	ZeD Selore	11	99	
FAILURE MODE-FAIL DURINI ICAL POWER PROBLEM.	URING OPERATION. MISSILE 400 CYCLE POMER LOST SECAUSE OF	LOST SECAUSE OF 40	ם כגכרוב ער	UCTUATION	400 CYCLE FLUCTUATION DUE TO RANGE CRIT	
SYSTEM CFFECT-OFERATION	STREM CFFECT-OPERATION STOPS PREMATURELY. LOST MISSILE 400 CYCLE POWER DUE TO RANGE CRITICAL POWER PROSLEM.	CYCLE POMER DUE TO	RANGE CRI	TICAL PO	ER PROBLEM.	
VEHICLE EFFECT-COUNTDOM	VEHICLE EFFECT-COUNTDOWN DELAYED. HELD FOR 53 MINUTES TO RESET 400 CYCLE GENERATOR IN TRANSFER ROOM.	SET 400 CYCLE GENER	ATOR IN TH	AMBPER RO	į	
					PASE 0070	

GENERAL DYNAHICS CONVAIR DIVISION

THE PARTY OF THE P	THE LARGEDAT NEWSORR	DIF DATA SOURCE	VEHICLE DATE DIF	ALTE PRI	PRI	VENDOR NAME	
		1					***************************************
COPECT TO ACTION TO ELECTRICAL ACTION TO THE ELECTRICAL AVB	135.1 4JO CYCLE SEMERATOR IN TRANSFER 90-14-026 8ATTERY	FAR FAR R7-06888-1	170 591020	FACTORY	YEB F R HO PSIA	F R COOK CO PSIA	i
FAILURE MODE-SHORT	(ELECTRICAL), INTERNAL SHORT CIRCUIT TO CASE FROM ELECTROLITE LEAKAGE.	TO CASE FROM ELECTROL	ITE LEAKAGE	.:		`•	
CORRECTIVE ACTION-6	CORRECTIVE ACTION-6D/C HAS INITIATED IMPROVED BATTERY DESIGN AND QUALITY CONTROL.	ESIGN AND QUALITY CONT	ROL AT THE	AT THE VENDOR.			
ELECTRICAL-A/B	98-14-025 INVERTER	FAR 7-06349-3	100 590925	FACTORY	YES BENDIX HO SEBTT	BENDIX 30877	994980
FAILURE MOE-OUT OF	FAILURE HODE-OUT OF TOLERANCE, THE INVERTERS OUTPUT PREQUENCY AND VOLTAGE FLUCTIVIED OUT OF TOLERANGE. CORRECTIVE ACTION-GOZE INITIATED ACTION TO IMPROVE VENDOR INSPECTION OF COMPONENT ASSEMBLE.	RUENCY AND VOLTAGE FLU OR INSPECTION OF COMPC	CTITES ON!	י סיד זפגעי אוי.	. SANCE:		
ELECTRICAL-A/B POMER SOURCE	AZC-27-078/P3-403-00-17 MAIN MISSILE BATTERY	COUNTDONA	170 390913	13	20.00		**0240
FAILURE MODE-OUT OF	OF TOLERANCE. PLIGHT COUNTDOM ABORTED DUE TO FAILURE OF HAIN NISSILE BATTERY. IND FURTHER DATA)	DUE TO FAILURE OF HAI	N MISSILE P	ATTERT.	3.	THER DATAL.	
BYSTEM EFFECT-ERRATIC OFFRATION.	IC OPERATION.						
VEHICLE EFFECT-COUN	VEHICLE FFECT-COUNTDOWN ABONTED AND RESCHEDULED.						
CORRECTIVE ACTION-LAKHOMA	MK NOMM.	e principal principal de la companya de la company					
ELECTRICAL-A/B POMER SOURCE	AZC-27-054/P3-403-00-14 Inverter	FLIGHT	140	13 363	¥ 0.		*****
FAILURS MODE-OUT OF CMDS, A STEADY INCRE SECONDS, THE INCREAS	FAILURS MODE-OUT OF TOLERANCE, INVERTER 4-C VOLTAGE REACHED ITS UPPER SPECIFICATION LIMIT OF 114,7 VOLTS AT 583 SEC CMDS, A STEADY INCREASE FROM 115.6 VOLTS AT 322.5 SECONDS CONTINNED UNTIL A LEVEL OF 111.8 VOLTS MAS REACHED AT BDD SECONDS, ONE INCREASE IS ATTRIBUTED TO A TEMPERATURE RISE INSIDE THE INVERTER CANISTER.	CHED ITS UPPER SPECIFIS CONTINUED UNTIL A LE	CATION LINE VEL OF ALL CANISTER,	201	T VOLT	S AT SAS SEC CHED AT BOD	
SYSTEM EFFECT-OPERA	STREEM EFFECT-OPERATION TO HIGH. HOMEVER, SYSTEM HOT REQUIRED TO FUNCTION AT THIS TIME.	NURED TO FUNCTION AT	THIS TIME.				
VEHICLE EFFECT-HONE,							
CORPECTIVE ACTION-HOME,		,					
and the state of t	, was as to an act for act special straints of contractive decisions of the contractive contractive active	onda, parage anda dan catalonina dan dan dan dan dan dan dan dan dan d		entre e suite caracter en proteste e		Andrew Article Continues and C	
astalaren erdekolarrilarri aktorri da Gerrist. Et yalaps ajlekasatziak eta eta eta erdekolarria.	distribut system tendenter i en de order en en enterenter de de de septembre de la des Presidentes de depos en Nes			remained Dispusation of Personal Property and Publishers	-	PA&£ 0071	

GENERAL MANICE CONVAIR DIVISION

13 JUN 1366

TATIONE MOCCENTIC PERMITS TRANSPORT CONTROL OF BROWN ON CRUE GENERATOR COAD NOT BE MINATED AND PREMEN TATIONE MOCCENTIC PERMITS TRANSPORT COAD OF CRUE GENERATOR COAD NOT BE MINATED AND PREMEN TATIONE MOCCENTIC ACTION-ON CHAIN WOMEN AMPLIED AC PREMENCY OF AS TO HIGH. WOMEN COMPETITION TO A MINATED TRANSPORT. DAMINE MAD. THANDSTORM COMMENTED TO MINATED TRANSPORT OF TRANSPORT OF TATION CHAIN TO SERVING MOMENT STEAD THANDSTORM COMMENTED TO MINATED THE MOLD. THANDSTORM COMMENTED THE ENHERING PORT WAINE MO PREMENT REQUERT OF MAD INVESTED TO MINATED THE TOTAL COMMENTED THE TOTAL TO THE MOCHEN THE TOTAL TO THE TOTAL TO THE MOCHEN THE TOTAL THE THE MOCHEN THE TOTAL THE TOTAL TO THE MOCHEN THE TOTAL THE TOTAL THE MOCHEN THE TOTAL THE MOCHEN THE TOTAL THE MOCHEN THE MOCHEN THE MOCHEN THE THE MOCHEN THE M	8787EH 8U)-8787EH	TEST-TEPORT HUNDER FAILED COMPONENT KAME	DIF DATA SOURCE PART HUNGER	VEHICLE BI	SITE PRI VENDOR NAME	9
-CHRATIC CPERATION, FRENEEKT CONTROL OF GRUND 400 CICLE GENERATOR COLLD NOT BE MAINTAINED AND FRENEER 1-09CRATICS TO HIGH. UPOMD AUPPLIED AC FRENEEKT OF 405 CP3 LAS TOO HIGH. CT-CONTIGON DECATED. 10 MINUTE MOLD. FRANCE AT MINUTEST. TO MINUTE MOLD. CT-CONTIGON DECATED. 10 MINUTE MOLD. CT-CONTIGON DECATED. 10 MINUTE MOLD. CT-CONTIGON DECATED. 10 MINUTEST. MINUTEST. CT-CONTIGON DECATED. 10 MINUTEST.	ELECTRICAL-A/B	FTAGOBS/P4-40E-CO-10 SIMULATOR, INVERSER	TAP	50	1	:
TO SERVICE TO HIGH. WOUND AUPPLIED AG PREAITING OF 615 LAS TOO HIGH. CT-COMMISSION DELAYED. 10 MINUTE MOLD. CT-COMMISSION DELAYED. 10 MINUTE MOLD. FIRST WAS SECURED. FIRST WAS SECURE	FAILURE MODE-ERRATI	IC OPERATION, PRESUENCY CONTROL OF EFF	CUND 400 CYCLE GENERAT	28 COULD NOT BE	MAINTAINED AND FREE	3
CT-COMPTIONN DELAYED. 10 MINUTE MOLD. PREMENCY DECREASED TO 401 CPS. AFTER COSENVINE HORMAL STEAT OF A HIMUTES, TEST WAS RESURED. FTAROSEY/A-4CO-01-10 COMPOSITE-B FACT 100 14/ETR YES INVERTER PRESURED. -EMAJIC OPERATION. THE INVESTER EMISSITED POOR YOLIAGE AND PRESURENCY REGULATION CHARACTERISTICS THMOMENOUT -EMAJIC OPERATION. THE INVESTER EMISSITED POOR YOLIAGE AND PRESURENCY REGULATION CHARACTERISTICS THMOMENOUT -EMAJIC OPERATION. THE INVESTER EMISSITED POOR YOLIAGE AND PRESURENCY REGULATION CHARACTERISTICS THMOMENOUT -EMAJIC OPERATION. THE INVESTER EMISSION PRESURENCY OSCILLATED S CPS PEAR TO PEAR AND INVESTER YOLIAGE OSCILLAT AN TO PEAR AT A E CPS RATE. CTION-INVESTER S/M SETALACED AFTER THE TEST. SOCIENTAL S/M SA SETALACED AFTER THE TEST. SOCIENTAL S/M SA SETALACED AFTER THE TEST. SOCIENTAL S/M SA SETALACED AFTER THE TEST. SOCIENTAL RETHINSTED THAT THE PARSISTON SHORT HAT THEY ARE IN SATISFACTORY CONDITION A USE OF DEATES MISSIELD. SOCIENTAL RETHINSTED THAT THE PARSISTON SHORT SAME SATISFACTORY CONDITION A USE OF DEATES MISSIELD. SOCIENTAL S/M	SYSTEM EFFECT-OPERA	ATION TOO HIGH. GROUND AUPPLIED AC FR	ERITHCY OF 405 CPS LAS	100 HIGH.		
TOR 4 HINDTES, TEST WAS RESURDED. TOR 4 HINDTES, TEST WAS RESURDED. TOR 4 HINDTES, TEST WAS RESURDED. TRABDEZ/74-4CO-01-10 COMPOSITE-8 FACT 100 S90221 S90221 SOURCE STRICT COMMANDER PRESURENCY OSCILLATED S CRO FEAR TO FEAR AND INVERTER VOLTAGE OSCILLAT AN TO FEAR AT A E CAS ANTE. CT-CHARATIC OPERATION. THE INVESTER EMISSITED FOOM VOLTAGE AND PRESURENCY REGULATION CHARACTERISTICS THROUGHOUT TO-CHARACTED AFTER THE TEST. CT-CHARACTER SAM 14 REPLACED AFTER THE TEST. CT-CHARACTER SAM 15 REPLACED AFTER THE TEST. TO-CHARACTER SAM 15 REPLACED AFTER THE TEST. CT-CHARACTER SAM 16 REPLACED AFTER THE TEST. TO-CHARACTER SAM 16 REVENUE THAT THEY AND INTERNAL ELECTRICAL FOLITION AT 18 AND FEAR ATTERY THROUGH SAM 17 THE LOSS AND	VEHICLE EFFECT-COUR	NTDOMN DELATED. 10 MINUTE HOLD.				
FTASORZYRA-4CO-01-10 COMPOSITE-\$ FACT 100 14/ETR VEB INVERTER HO -CRRATIC OPERATION. INVERTER EXHIBITED POOR VOLIDE AND PREQUENCY REGULATION CHARACTERISTICS THMOUGHOUT T-EMATIC OPERATION. THE INVERTER PREQUENCY ORCILLATED 3 GPB PEAR TO PEAK AND INVERTER VOLTAGE OBCILLAT AN TO PEAK AT A E CPB RATE. CT-MCME. CT-MCME. CT-MCME. 90-18-007 PAR AT DEAK AT A E CPB RATE THE TEST. 90-18-007 POMER BYPELT-TRANSISTOR GROUN SWAPLIC TO VERIFY THAT THEY ARE IN BATISFACTORY CONDITION FOUND OF SCRIESH HISSILES. 99-14-028 THE TRANSISTOR OF AN INDIVIDUAL CELL EMPERIENCING AN INTERNAL ELECTRICAL POTENTIAL REVER THANSISTOR WHOOM ACTION OF AN INDIVIDUAL CELL EMPERIENCINTE CONDITION. THANSPICIENT ELECTROLYTE. THANSPICIENT ELECTROLYTE.	CORRECTIVE ACTION-P	MOLD TO INVESTIGATE, DURING THE HOLD,	FREGUENCY DECREASED 7	3 401 CPB. AFTE	R COSERVING HORMAL S'	3
-CRRATIC OPERATION. INVENTER EMISSITED FOOR VOLTAGE AND FREQUENCY REGULATION CHARACTERISTICS THROUGHOUT 1-ERRATIC OPERATION. THE INVENTER PRESURNCY OSCILLATED 3 CP3 PEAK TO PEAK AND INVERTER VOLTAGE OSCILLAT AN TO PEAK AT A 2 CP3 RATE. CTION-INVENTER S.Y A REPLACED AFTER THE TEST. OB-18-DO7 POMER SUPPLICE RANSISTON GOOD SHORTER THE TEST. CTION-INVENTER S.Y A REPLACED AFTER THE TEST. OB-18-DO7 POMER SUPPLICE TRANSISTON GOOD SHORTED INTERNALLY. GOOD WAS AN OLDER TRANSISTON THAT HAD NOT BEEN 6. THE TRANSISTON WAS INSTALLED DURING AN ACUTE TRANSISTON BHORTAGE WHICH OCCUMBED IN THE FACTORY. OUT OF SPECIFICATION. ACTION OF AN INDIVIDUAL CELL EMPERIENCING AN INTERNAL ELECTRICAL POTENTIAL REVER THOUSE OF SECTION OF THE TOTAL THE LOW ELECTROLYTE CONDITION. THOUSE CIENTIATED VENDOR ACTION TO PREVENT THE LOW ELECTROLYTE CONDITION.	ELECTRICAL-A/B POWER SOURCE	FTASOBE/F4-4CO-01-1U INVERTER	COMPOSITE-IS FACT	121		:
1-ERRATIC OPERATION. THE INVERTER PRESENCY OSCILLATED 3 CP8 PEAK TO PEAK AND INVERTER VOLTAGE OSCILLAT AK TO PEAK AT A E CP8 RATE. CT-MOME. CT-MOME. CT-MOME. CT-MOME. CT-MOME. CT-MOME. PAR B-18-007 PO-CR SUPPLY-TRANSISTOR GOOD SHCRIFT THE TEST. T-38110-1 SP-18-007 PO-CR SUPPLY-TRANSISTOR GOOD SHCRIFT THAT THEY ARE IN SATISFACTORY CONDITION THE TRANSISTOR WAS HISTLED DURING AN ACUTE TRANSISTOR SHCRIFT THAT THEY ARE IN SATISFACTORY CONDITION A USE COV D SCRIES HISSILES. SP-14-OPF BATTER T-08358-3 PO-CV OF SPECIFICATION. ACTION OF AN INDIVIDUAL CELL EXPERIENCING AN INVIERNAL ELECTRALIAL POTENTIAL REVERN THIS OFFICE THAT THE DATE OF PREVENT THE LOW ELECTROLITICS.	F.1LURE MODE-ERMATI	IC OPERATION. INVERTER EXHIBITED POOF	YOLTAGE AND PREQUENCY	REGULATION CHA	RACTERIATICS THROUGH	5
CTION-LINYENTER S/N 34 REPLACED AFTER THE TEST. 98-18-007 POWER SUPPLY-TRANSISTOR 98-18-007 FEAR 98-14-026 TOUS ON SECULARINSPECT THE 7-88110 POWER SUPPLIES TO VERIFY THAT THEY ARE IN SATISFACTORY CONDITION R USC ON D SERIES HISSILES. 98-14-026 BATTERY 1004-60/C WILL RELIASTED OF AN INDIVIDUAL CELL EMPRIENCING AN INTERNAL ELECTRICAL POTENTIAL REVER	SYSTEM EFFECT-ERRAT	TIC OPERATION. THE INVERTOR PREQUENCY PEAK AT A E CPS RATE.	CACILLATED S CPS PEAK	TO PEAK AND IN	VERTER VOLTAGE OBCILL	<u> </u>
TOTION-INVERTER BAN 14 REMANCED AFTER THE TEST. 90-10-007 POMER SUPLIFIED TO THE FAR THE TOTION OF AN OFFICE TRANSISTOR THAT HAD NOT BEEN 6. THE TRANSISTOR WAS INSTALLED DURING AR ACUTE TRANSISTOR BHORTAGE WHICH OCCUMRED IN THE FACTORY. 100-60/C WILL REINSTEAD DURING AR ACUTE TRANSISTOR BHORTAGE WHICH OCCUMRED IN THE FACTORY. 101-60/C WILL REINSTEAD THE 7-88110 FOMER BUPPLIES TO VERIFY THAT THEY ARE IN BATISFACTORY CONDITION A USE ON DEFICE MISSILES. 102-60/C WILL REINSTEAD ACTION OF AN INDIVIDUAL CELL EMPERIENCING AN INTERNAL ELECTRICAL POTENTIAL REVERS THAT THE LOW ELECTROLYTE CONDITION.	VEHICLE EFFECT-NOVE					
POWER SUPELY-TRANSISTOR GOOD SWERTED INTERNALLY. #904 MAS AN OLDER TRANSISTOR THAT HAD NOT BEEN & TANSISTOR GOOD SWERTED INTERNALLY. #904 MAS AN OLDER TRANSISTOR THAT HAD NOT BEEN & THE TRANSISTOR WAS INSTITUTED DURING AN ACUTE TRANSISTOR BHORTAGE WHICH OCCUMRED IN THE FACTORY. CTION-60/C WILL REINSPECT THE 7-88110 POMER BUPPLIES TO VERIFY THAT THEY ARE IN BATISFACTORY CONDITION A USC ON D SCRIES HISSILES. ### PARTIER OF BPECIFICATION, ACTION OF AN INDIVIDUAL CELL EMPERIENCING AN INTERNAL ELECTRICAL POTENTIAL REVER THISUAPTICIENT ELECTROLYTE. THISUAPTICIENT ELECTROLYTE.	CORRECTIVE ACTION-1	INVERTER 8/N 34 REPLACED AFTER THE TE	aT.			***********
-ELECTRICAL SHORT. TRANSISTON GOOD SHORTED INTERHALLY. 6904 MAS AN OLDER TRANSISTON THAT HAD NOT BEEN 6. THE TRANSISTON WAS INSTALLED DURING AN ACUTE TRANSISTON SHORTAGE WHICH OCCUMBED IN THE FACTORY. CTION-60/C WILL REINSPECT THE 7-88150 POMER SUPPLIES TO VERIFY THAT THEY ARE IN SATISFACTORY CONDITION 98-14-026 BATTERY -OUT OF SPECIFICATION, ACTION OF AN INDIVIDUAL CELL EXPERIENCING AN INTERNAL ELECTRICAL POTENTIAL REVER T INSURFICIENT ELECTROLYTE.	FLECTRICAL-A/B	98-16-DGT POMER SUPPLY-TRANSISTOR	FAR 7-56110-1	20.00		
A UNE ON D SCRIES MISSILES. 98-14-028 98-1	₩		INTERMALLY. 8904 MAS A E TRANSISTOR SHORTAGE	OLDER TRANSIS	TOR THAT HAD NOT BEEP IN THE FACTORY.	•
98-14-026 BATTERY FAR	CORRECTIVE ACTION-6		SUPPLIES TO VERIFY TH	IT THEY ARE IN	BATIBFACTORY COMDITIC	
OF SPECIFICATION, ACTION OF AN INDIVIDUAL CELL EXPERIENCING AN INTERNAL ELECTRICAL POTENT UPFICIENT ELECTROLYTE. -60/c initiated Vendor action to prevent the Low electrolyte condition.	POWER SOURCE	98-14-026 BATTERY	FAR 7-06350-8	i	# COOK	
	FATLURE HODE-OUT OF BAL. CAUSED BY INSUR	8	UAL CELL EXPERIENCING	M BHTERNAL ELE	CTATCAL POTENTIAL REV	.
846C 0018	CORRECTIVE ACTION-6	HOVE INITIATED VENDOR ACTION TO PREVE	47 THE LOW ELECTROLYTE	COND 1 7.1 OM.		
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GENERAL MANICS

13 JUN 1868

SYSTEM \$US-SYSTEM	TAILED CONFONENT RANG	DIF DATA SOURCE	DATE DIF	TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B	FTANDLE/FE-SOR-OD-OB MAIN MIBBILE BATTERY	The state of the s	96C 1 590708 0	12/ETA 0	94 94	***
FAILURE HODE-OUT OF	FAILUSE HODE-OUT OF TOLERANCE, AT T-Q BATTENY HAD BEEN IN USE & MINUTER, REDLINE WAS 4 HINUTES.	IN USE & MINUTES. REDL	JME WAS 4 H	MUTES.		
SYSTEM EFFECT-HOME.						
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-M	HOME.		•			1
ELECTRICAL-A/B POWER SOURCE	98-14-017 8ATTERY	FAR 7-04359-1	390619	£79.	YES F R COOK CO	040740
FAILURE MODE-ELECTRI CM CREATED INTERNAL I	RICAL SHORT CIRCUIT OCCURRED WHEN TWO BATTERY CELLS EXPERIENCED ELECTRICAL POTENTIAL REVERSAL WHI . BATTERY HIGH CURRENT FLOW, HEATING AND DESTRUCTION,	DATTERY CELLS EXPERIE IND DESTRUCTION.	NCED ELECTRE	CAL POTE	NTIAL REVERSAL WHI	-
CORRECTIVE ACTION-RE R MONTHS LIFE RECORD.	RECOMMEND DISCONTINUANCE USE OF BATTERIES WITH MORE THAN THO DISCHARGE CYCLES OR HO MORE THAN FOU.	RIES WITH MORE THAN TH	O DISCHARGE	כאכרבס כ	R HO HORE THAN FOU	
ELECTRICAL.A/B POWER SOURCE	32-413-87-02 Inverter	CAPTIVE	20 390618	2 5	22	48088
FAILURE MODE-ERRATIC C MAS SUPPLIED FROM 3 S.E VOLTS. IT THEN RC PAMEL METER READING	FAILURE MODE-ERRATIC OPERATION, DC VOLTAGES AND AC PREQUENCY TRANSIENTS APPEARED AT 95 SECONDS AND ROB.? SECONDS. D : MAS SUPPLIED FROM THE GROUND AND THE AIRBORNE INVERTER WAS OPERATING. AT ROB.S SECONDS THE DC VOLTAGE DROPPED TO R E VOLTS. IT THEN ROSE TO ES.S VOLTS BEFORE STABILIZING AT R7.S VOLTS. AC FREQUENCY VARIED BETWEEN 408 AND 395 CPS. PANEL NETER READING INDICATED DC VARIATIONS OF ES.S TO 28.8 VOLTS. AC FREQUENCY OSCILLATED BETWEEN 388 AND 400 CPS.	AND AC FREQUENCY TRANSIENTS APPEARED AT 95 SECONDS AND ROB.7 SECONDS. DINE INVERTER WAS OPERATING. AT ROR.8 SECONDS THE DC VCLTAGE DROPPED TO R. STABILIZING AT R7.8 VOLTS. AC FREQUENCY VARIED BETWEEN 408 AND 395 CPS. OF RB.8 TO RB.8 VOLTS. AC FREQUENCY OSCILLATED BETWEEN 398 AND 440 CPS.	RED AT 95 SE .e SECONOS 7 QUENCY VARIE CY OSCILLATE	CONDS AN HE DC VC D BETVEE D BETVEE	C EGE.7 SECONDS. D LTAGE DROPPED TO R M 408 AND 389 CPS. T 388 AND 400 CPS.	
BYSTEM EFFECT-ERRAY	BYBTEM EFFECT-ERRATIC OPERATION, INVENTER AFFECTED BY GROUND DC POMER PROBLEM.	HOUND DO PONER PROBLEM				
VEHICLE EFFECT-HONE.			•			
CORRECTIVE ACTION-NO	· NOME .					
ELECTRICAL-A/B POWER BOURCE	9B-14-D16 INVERTER	FAR 7-06848-8	50 590414	ETR	YES BENDIK NO 3EB77	01440
FAILURE HODE- THE IN	INVERTERS OUTPUT FREGUENCY AND VOLTASE WENT OUT OF	E WENT OUT OF TOLERANCE.	ü		,	
CORRECTIVE ACTION-TH	CORRECTIVE ACTION-THE ELECTRICAL DIFFERENCES BETWEEN THE VENDORS TEST POWER SUPPLY AND THOSE USED BY SO/C ARE ATTRI UIED AS THE CAUSE OF THE INVERTER ANDMALY, THE VENDOR WAS SUPPLIED WITH THE SAME TYPE POWER SUPPLY USED BY SO/C.	HE VENDORS TEST POWER S	UPPLY AND TH ANE TYPE POS	OSE USED	BUPPLY AND THOST USED BY GOZG ARE ATTAI BAME TYPE POWER BUPPLY USED BY GOZG.	
de séguipagée des de des de sonquégiques terrens, agés de métrégalementaires de section de se de se de section de se de	end eigen anderen eine de vereine des des des des des des des des des de	and a second and the second	reikups i Magapin yang palaban kanan di Kanan			1
					PAGE DOTS	_

15 JUN 1966

\$7.57EM \$U6-8781EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE. PART HUMBER	VEHICLE BITE DATE DATE DIF	BITE TINE DIF	# 0 # 10	VENDOR PART NO	
ELECTRICAL-A/B POWER SOURCE	B0-14-01E INVERTER	FAR 7-06348-8	3800881	FACTORY	# Q	BEHD1 X B8B77	:
FAILURE HODE-OUT OF	TOLERANCE. THE INVERTERS OUTPUT FREQUENCY AND VOLTAGE EKCEEDING TOLERANCE.	VENCY AND VOLTAGE EXC	EEDING TOLEI	RANCE.			
CORRECTIVE ACTION-NOME.							
ELECTRICAL-A/B POMER SOURCE	FTA4829/P4-401-00-07 MISSILE MAIN BATTERY MEATER	786	70 860506	7	F &		•
FAILURE MODE-OUT OF VATED AT MINUS & MIN	F TOLFRANCE, BATTERY VOLTAGE MAS TOO LOW POSSIBLY FROM INADEGUATE HEATER ON TIME, HEATER WAS ACTI Nutes, 30 minutes of heating should beapplied. Battery heater circuiry was incorrect.	OM POSSIBLY PROM INAC APPLIED. BATTERY HEAT	EBUATE HEAT	EN CN TI	ME. H	EATER WAS ACT!	
SYSTEN EFFECT-OPERA	ATION TOO LOM.						
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-C	CORRECT BATTERY HEATER CIRCUITRY.						
ELECTRICAL-A/B POMER SOURCE	FTA46E9/P4-401-00-07 INVERTER	734	70 590508	3	¥ 6		***************************************
FAILURE MODE-OUT OF IONS LAGGED VOLTAGE TIVELY.	FAILURE MODE-OUT OF TOLERANCE, INVERTER VOLTAGE AND PREQUENCY VARIATIONS OCCURRED DURING THE TEST. PREQUENCY VARIAT ONS LAGGED VOLTAGE VARIATIONS BY 0.5 SECCIODS, FREQUENCY AND VOLTAGE VARIATIONS MERE LESS THAM & CPS AND IVAC RESPEC IVELY.	SUENCY VARIATIONS OCCI AND VOLTAGE VARIATIO	JARED DURING 45 VERE LESS	THE TES		EQUENCY VARIATING 1VAC RESPEC	
SYSTEM EFFECT-IMPRO	STSTEM EFFECT-IMPROPER ANALOG SIGNALS. INVERTER VOLTAGE AND FREGUENCY VARIATIONS WERE OUT OF SMECIFICATION.	AND FREQUENCY VARIATI	IONS WERE OU	70 TO	CIFIC	AT104.	
VEHICLE EFFECT-NOME.	WEMICLE EFFECT-NOME. CORRECTIVE ACTION-RUM CONTIDENCE CHECK.						
ELECTRICAL-A/B POWER SOURCE	96-18-DO3 POMER BUPPLY-TRANSIBTOR	FAR 7-36110-1	90,000	ETA	÷ 5	YES 60/C	
FAILURE MODE-ELECTRICAL 8002 FAILED INTERNALLY. OMI.	RICAL BHORT. POWEK BUPPLY FAILED DURING A FLIGHT ACCEPTANCE COMPOSITE TEST. USCILLATOR TRANSISTON . Mally. Transiston geor had both junctions shorted to its case, providing a collector to emitter sh	NG A FLIGHT ACCEPTANC ONS SHORTED TO 113 CA	E COMPOSITE DE, PROVIDIA	1881, 94	10 1 1 L	TO ENITER SH	
CORRECTIVE ACTION-T	CORRECTIVE ACTION-THE BUBJECT POWER BUPPLY WAS REFURBISHED. SINCE THE PAILURE WAS CONSIDENED TO BE AN ISOLATED EARL . LIPE FAILURE OF THE ABOR TRANSISTOR, NO FURTHER CORRECTIVE ACTION WAS TAKEN.	HED. SINCE THE PAILURE TIVE ACTION WAS TAKEN.	THAS COUST	JENED TO	4	I 180LATED EARL	
						A460 A074	
						7	7

GENERAL MAHICS CONVAIR DIVISION

POMER SOURCE PRICE MANAGEMENT AND SECRET CONTRIVENCE TO CONTRIVENCE TO CONTRIVENCE AND THE SECOND OF SECRET CONTRIVENCE AND C	DIF DATA SOURCE VEHICLE SITE PRI VENDOR NAME FART HUMBER DATE DIF TIME DIF OTH VENDOR PART NO
	8359~8
	111 YOLTAGE TOO LOW.
d 2	-E-DOE MANDLING PROCEDURE.
d k	10-440
d	OND TRANSIENT OCCURING DURING POWER SOURCE SWITCHING.
d	CORRECT EXCESSIVE VOLTAGE STABILIZING TIME.
8 - 148 148	590406 ETA
	#*************************************
FAILURE HODE-OUT SASTEM EFFECT-OFF VEHICLE EFFECT-CC CCARECTIVE ACTION ELECTRICAL-A/B FOMER SOURCE FAILURE MODE: OUT	CHE FOUND INTERNALLY, ANALYSIS FOUND THAT CRACKING COULD BE DUP AILUME, OCCUMANDO, THIS FAILUME MODE OCCUMAND TO FMRTE, ADDITIONAL A-E-GOZ MANDLING PROCEDUME.
ELECTRICAL-A/B POWER SOURCE FAILURE MODE-OUT SYSTEM EFFECT-OFF VEHICLE EFFECT-CC CCRRECTIVE ACTION ELECTRICAL-A/R POWER SOURCE FAILURE MODE-OUT	
FAILURE MODE-OUT BYBTEM EFFECT-OFF VEHICLE EFFECT-CC CORRECTIVE ACTION ELECTRICAL-A/B FOMER BOURCE FAILURE MODE: OUT	
WENICLE EFFECT-CC CCRRECTIVE ACTION ELECTRICAL-A/8 FOMER SOURCE FAILURE MODE: OUT	DURING FONCE CHANGEOVER MAS 38.3 VOLTS.
VEHICLE EFFECT-CC CCRRECTIVE ACTION ELECTRICAL-A/R POMER SOURCE FAILURE MODE: OUT	-
CCRRECTIVE ACTION ELECTRICAL-A/8 FOWER SOURCE FAILURE MODE: OUT	D AND COMPLETE COMPOSITE RETEST.
FLECTRICAL-A/B FOWER SOURCE FAILURE HODE: OUT	
FALLURE MODE: OUT	4041 - E
	LCAD THE BATTERY VOLAGE DROPPED BELOW REDLINE TOLERANCE.
	FARE GOTS

GENERA (MHICE CONVAIR SAVIBION

14 JUN 1986

PRI VENDOR NAME	•	YES 683837 NO	D BUSTAINER CUTOFF AN ER SYSTEMS OPERATION				YE8 091630	CAUSING REVERSE CHARG	Econos.			YEB 007413	FROM INTERNAL TO EXT				22	OOLINE 11ME BETWEEN O	
VEHICLE BITE DATE DATE DIP	·	4C 1E 590127 0	START, BOOSTER AM. 402) HOMEVER, US.				118 11 590120 40	THAN OTHER CELLS	INE AT FINUS 60 S			5C 580119	ILC CHANGING OWER		OR MED.		118 11 500109 -180	E TO EMPLEMENTE CO	
DIF DATA BOURCE PART NUMBER	PROCEDURE.	7.1947	MERE NOTED AT ENGINE : TPS (TOLERANCE 594 TO 409 CPS WAS RECORDED)					TTERY CELL WAS LONER	LTAGE NENT BELOW REDU	NUTE RECYCLE.	EX DC POWER.	COMPOST TE-FACTORY	NED AND BURNED OUT WH	POJER.	IE RETERTING WAS PERFI		COMPOSITE-8 PACT	NVERTER RPEED LOST DU	
TEST/AFPORT NUMBER FAILED COMPOWENT NAME	CORRECTIVE ACTION-RECOMMEND CLOSE ADMERENCE TO FTA-4165A PROCEDURE.	2C-7-E18/PE-303-00-04 INVERTER	PERATION-A-C FREQUENCY TRANSIENTS WERE NOTED AT ENGINE START, SCOSTER AND SUSTAINER CUTOFF AN S. Freguency varied as low as 385 CPs (Tolerance 384 to 402) momever, user systems operation St transient occurred at beco when 409 CPs was recorded,			OM.	F144567/F1-E01-00-11 BATTERY-MAIN NISSILE	DURING OPERATION. RESISTANCE OF OME BATTERY CELL WAS LONER THAN OTHER CELLS CAUSING REVERSE CHARG	SYSTEM EFFECT-OMERATION TGO LOW. MAIN MISSILE BATTERY WOLTAGE NENT BELOW REDLINE AT MINUS OF SECONDS.	VEHICLE EFFECT-COUNTDOWN DELAYED. 8 MINUTE HOLD AND 8 MINUTE RECYCLE.	THE TEST MAS PERFORMED UTILIZING COMPLEX DC POMER.	ZN-7-634/FC-3CO-04A-05 INVERTER	DURING CHERATION-INVERTER HALFUNCTIONED AND RURNED OUT WHILE CHANGING OVER FROM INTERNAL TO EXT	BYSTEM EFFECT-OPERATION STOPS PREMATURELY DUE TO LOSS OF POMER.	WENICLE EFFECT-COMPOSITE RESCHEDULED. STATEM AND CONPUSITE RETERTING MAS PERFORMED.	INVERTER WAS REJECTED AND REPLACED.	FTAASOG/PL-EBN-D1-11 INVENTER	DURING OPERATION. CONTROL OF MISSILE INVERTER SPEED LOST DUE TO INADLEMATE COOLING TIME BETWEEN O	
3737EH \$48-5737EH	CORRECTIVE ACTION-RECOM	ELECTRICAL-A/B POMER SOURCE	FAILURE MODE-ERRATIC OPERATION-A-C D AT 237 AND R46 SECOMS. PREGUENCY UMS NOT AFFECTED. LARGEST TRANSIENT	SYSTEM EFFECT-NOME.	VEHICLE EFFECT-HONE.	CORRECTIVE ACTION-LARNOW.	ELECTRICAL-A/B POWER SCHPTE	FAILURE MODE-FAIL DURIN	SYSTEM EFFECT-OPERATION	VEHICLE EFFECT-COUNTDOL	CORRECTIVE ACTION-THE 1	ELECTRICAL-A/B POWER SOURCE	PATLURE MOC-FAILED DUR ERMAL POMER,	SYSTEM EFFECT-OPERATION	WENICLE EFFECT-COMPOSITY	CORPECTIVE ACTION-INVER	ELECTHICAL-A/B POWER BOURCE	FAILURE MODE-FAIL DURIN	

GENERAL MANICS CONVAIR DIVISION

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37.57EH 5.00-57.31EH	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	PRE VENDOR NAME	
SYSTEM EFFECT-OFERATION	SYSTEM EFFECT-OFERATION TOO HIGH, INVERTER FREQUENCY WAS EXCESSIVELY HIGH DUE TO LOSS OF CONTROL OVER INVERTER SPEC	ICEASIVELY HIGH DUE	O LOSS OF CONTRC	L OVER INVERTER SPEE	,
VEHICLE EFFECT-COMPOSITE	OMPOSITE DELAYED. 20 MINUTE HOLD. AND TWO MINUTE RECYCLE.	IINUTE RECYCLE.			
CORRECTIVE ACTION-HOLD T	TO ALLOW INVENTER TO COOL DOMN.	and the second s			
ELECTRICAL-A/B POMER SOURCE	2C-7-215/PR-502-00-03 POMER 3UPPLY	FLIGHT	3C 12 561223 -4	YES BENDIK NO	0.000
FAILURE MODE-OUT OF SPEC SE TO 120.5 VAC REMAINING O 116 VAC. DC VOLTAGE IND DC TOLERANCE.	FAILURE MODE-OUT OF SPECIFICATION. PLUS/MINUS 2 VOLTS AC TOLERANCE FOR PMASE A VOLTAGE WAS EXCEEDED WHEN VOLTAGE RO SE TO 120.5 VAC REMAINING THERE UNTIL 37.5 SECONDS WHEN IT DROPPED TO 116.3 VAC. AT BOOSTER CUTOFF VOLTAGE DROPPED T O 116 VAC. DC VOLTAGE INDICATED LEVEL SMIFTS AT SANG TIMES BUT 1/4 MAGNITUDE. DC IMPUT TO INVERTER WAS ABOVE 25/3D V DC TOLERANCE.	LERANCE FOR PHASE A ROPPED TO 118-3 VAC. IUT 1/4 MACNITUDE. DO	VOLTAGE WAS EXCE AT BOOSTER CUTO IMPUT TO INVERT	EDED WHEN VOLTAGE RO FF VOLTAGE DRCPPED T ER MAS ABOVE ES/30 V	
SYSTEM EFFECT-OPERATION NAL 115 WOLT OUTPUT OF IN	SYSTEM EFFECT-OFFRATION TOO HIGH. PHASE A VOLTAGE OUT OF SPECIFICATION AND TOO HIGH FROM EMGINE START TO BECO. NOM! MAL 115 WOLT OUTPUT OF INVERTER WAS 120.5 TO 110.5 VAC DURING THAT INTERVAL.	ECIFICATION AND TOO	HIGH FROM EMEINE	START TO BECO. NOM!	
VEHICLE EFFECT-NONE. NO	VEHICLE EFFECT-MONE, NO EFFECTS APPARENT ON USER SYSTEMS.				
CORRECTIVE ACTION-LAKINGAM	A.				
ELECTRICAL-A/B POMER SOURCE	FTA4414/P1-ED3-DO-10 Inverter	d No.	108 11/ETM Solete 0	173 BENDIK NO	693607
FAILURE MODE-OUT OF TOLE	OF TOLERANCE. PHASE A VOLTAGE PLUCTUATED 0.2 TO 0.3 THROUGHOUT THE OPERATION, NOT EXCEEDING SPECIF	.E TO G.S THROMHOUT	THE OPENATION,	MOT EXCEEDING SPECIF	
SYSTEM EFFECT-ERRATIC OPERATION.	ERATION.				
VEHICLE EFFECT-NOWS.					
CORRECTIVE ACTION-INVERTER REPLACED.	ER REPLACED.				
ELECTRICAL-A/B MOMEN SOURCE	IC-7-210/P4-203-00-12 Inverter	FLIGHT	120 301120 209.35	TES BENDIX NO	
YAILURE MODE-ONY OF TOLE 408 CF8. CAUSE UNINOMI.	OF TOLERANCE-AT SUSTAINER CUTOFF THE AC INVENTER FREQUENCY EXCEEDED THE HAXIHUM TOLERANCE LIMIT OF	VEHTER FREGUENCY EXC	EEDED THE MAXIMU	N TOLERANCE LINIT OF	
SYSTEM EFFECT-OPERATION UIREG 13.E SECONDS TO RET	BYSTEM EFFECT-OPERATION TOO HIGH-THE AC POMER SCURCE INCREASED IN FREQUENCY TO ALS CP3 AS SUSTAINER CUT-ON'T AND REG UIRED 13.E SECONDS TO RETURN TO TOLERANCE LIMIT, A BINILAR BUT LESS EXTENSIVE TRANSIENT OCCURAED AT BOOSTER CUTON'T.	SED IN PRESUENCY TO UT LESS EXTENSIVE TR	ALS CPG AT SUBTA	THER CUT-OFF AND REAL AT ROUSTER CUTOFF.	
VEHICLE EFFECT-NONE-NO DI	VEHICLE EFFECT-MOME-NO DETRINENTAL EFFECTS WERE OBSERVED ON ANY VEHICLE SYSTEMS.	ANY VEHICLE BYBIEHS			,

15 JUN 1966

GENERAL JAMICS CONVAIR DIVIBION

AVATEM BUS-SYATEM	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VEDATE OF THE OFF	VENDOR NAME	
CURRECTIVE ACTION-HONE.					003112
ELECTRICAL-A/B POWER SOURCE	31-302-42-02 MAIN MIBBILE BATTERY	CAPTIVE	86 81 YES		000000
FAILURE MODE-OUT OF EXPECTED ED TO 26 VOLTS DURING THE RUN.	EXPECTED TEST VALUE. THE MISSILE SATTERY GUTPUT WAS LOW AT 27 YOLTS PRIOR TO IGHITION AND BROPP. THE RUN.	RY CUTPUT WAS LOW AT	E7 VOLTS PRIOR TO IGHITI	ION AND BROPP	
SYSTEM EFFECT-OPERATION TOO LOW.	TOO LOW.				
WEHICLE EFFECT-NONE.					
CORRECTIVE ACTION-MISSILE BATTERY MAS REPLACED.	E BATTERY WAS REPLACED.				
ELECTRICAL-A/B POWER SOURCE	FN-7-646/FC-3CO-03-03	COMPOSE TE-FACTORY	SC FACTORY NO SB1012 NO		003304
FAILURE MODE-OUT OF TOLES VAC. 113.0 VAC 13 THE MIN E OUTPUT OF THE INVERTER IN NVERTER 13 SOMEWAT DISTOR	TOLERANCE, THE OUTPUT VOLTAGE OF THE INVERTER AS MONITORED ON RECORDED MUNCLER I INDICATED 112.2 HE MINIMUM ALLONED. THIS PROBLEM MAS ATTRIBUTED TO THE (AGE) MONITORING EQUIPMENT, MONITORING TH RTEK MITH A DYM INDICATED 114.7 VAC. SUBSEQUENTLY IT MAS DETERMINED THAT THE WAVE SHAPE OF THE IDISTORTED DUE TO HARMONIC EFFECT AND THAT MONITORING CIRCUITRY IN THE RECORDER WAS A PEAK SENSIN	NYERTER AS MUNITORED TRIBUTED TO THE (AGE) BSEQUENTLY IT WAS DE AT MONITORING CIRCUI	ON RECORDED MUNCLER I INF MONITORING EQUIPMENT, P ERMINED THAT THE WAVE SH RY IN THE RECORDER WAR A	DICATED 112.2 HONITORING TH TAPE OF THE 1 A PEAK SENSIN	
SYSTEM EFFECT-NOME.					
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED TO TROUBLESHOOT THE PROBLEM.				
CORRECTIVE ACTION-AGE MO	MONITORING CIRCUITRY MAS REVISED.				
ELECTRICAL-A/B POWER SOUPCE	F144252/P4-201-00-09 Battery-Main Missile	ž	86 14/ETR YES 560906 HIMUS 10 NO 0		***************************************
FATLURE MODE-OUT OF TOLES 8 32 VOLTS, THE UPPER REDI VEN THOJGH THE VOLTAGE MAI	TOLERANCE, AT 7-100 SECONDS WHEN THE MISSILE WAS SMITCHED TO INTERNAL DC THE BATTERY VOLTAGE WARPEDLINE WAS CALLED E OF WAS DROPPING BLOMLY, THE COUNT WAS RECYCLED TO T-7 HINVIES AND HELD.	ISSILE WAS SWITCHED CHECK AT T-TO SEC. A ECYCLED TO T-T HIMUT	O INTERNAL DC THE BATTER BATTERY VOLTAGE REDLINE S AND HELD.	NA SCALLED E	
SYSTEM EFFECT-OPERATION TOO HIGH. AT T-109 SECON WC: 18. UPPER REDLING BATTERY WGLTAGE 18 29 VOLTS.	SYSTEM EFFECT-OPERATION TOO HIGH. AT T-100 SECONDS WHEN THE MISSILE WAS SWITCHED TO INTERNAL DC THE BATTERY WAS SECONDS. UPPER REDLINE BATTERY WOLTS.	E MIBBILE WAS SWITCH	D TO INTERNAL DC THE BAT	FTERY WAS 32	
VEHICLE EFFECT-COUNTDOMN	VEHICLE EFFECT-COUNTDOMM DELAYED. COUNTDOMN WAS RECYCLED FROM 1-70 SEC. 10 1-7 MINUTES AND HELD FOR 1 MINUTE.	ROH 1-70 SEC. TO 1-7	HINUTES AND HELD FOR 1 P	MI MUTE.	
CORRECTIVE ACTION-IT WAS 1 TO PERMIT VOLTAGE TO BTA THAT THE IMITIAL VOLTAGE I BEEN CHARGED.	CORRECTIVE ACTION-IT WAS DECIDED TO RESUME THE COUNT AND SWITCH THE MISSILE ONTO INTERNAL DC EARLIER, AT T-110 SEC. I TO PERMIT VOLTACE TO STABILIZE, THIS WAS DONE AND SATTERY VOLTACE AT TONITION WAS REVICE. IT WAS LATER DETERMINED FAST THE INITIAL VOLTACE SIMPE MAS MORNAL AS PROCEDURES DID NOT PROVIDE FOR PRELOADING THE BATTERIES AFTER THEY HAVE BEEN CHARGED.	WITCH THE MISSILE OF WOLTAGE AT IGNITION NOT PROVIDE FOR PRE	O INTERNAL DC EARLIER, A WAB RO VDC. IT WAS LATER CADING THE BATTERIES AFT	AT T-110 SEC. R DETERNIKED TER THEY HAVE	

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FALLORE MODE-OUT OF TOLENHANCE, MISSIEFA-RENI-ND-08 FALLORE MODE-OUT OF TOLENHANCE, MISSIEFA FRENCHET WAS SED OF SHICK IS MCAR THE LOWER TOLENHANCE LIMIT OF 38 4 267- FALLORE MODE-OUT OF TOLENHANCE, MISSIEFA INVESTER FRENCHET WAS SED OF SHICK IS MCAR THE LOWER TOLENHANCE LIMIT OF 38 4 267- FALLORE MODE-OUT OF TOLENHANCE, MISSIEFA INVESTER FRENCHET TO THE MCAR THE LOWER TOLENHANCE LIMIT OF 38 LICCRISCUL-VA THILDER MODE-OUT OF STREET CHICK IN TOLENHAND MODIFIEM 400 CPS FRENCHET. THILDER MODE-OUT OF STREET CHICK IN TOLENHAND MODIFIEM 400 CPS FRENCHET. THILDER MODE-OUT OF STREET CHICK IN TOLENHAND MODIFIEM AND MATTER MODIFIEM AND MATTER MODE OF AT THE MENTION TO LOW GROUP OF THE NEW THE MENTION TO LOW GROUP OF THE NEW THE MENTION TO LOW GROUP OF THE NEW THE MENTION TO LOW GROUP OF THE MENTION TO LOW GROUP OF THE NEW THE MENTION TO LOW GROUP OF THE MENTION TO MENTION TO LOW GROUP OF THE MENTION TO MENTION TO LOW GROUP OF THE MENTION TO	SYSTEK \$UB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	117E	PRI VENDOR NAME OTH VENDOR PART NO	2		
TO TOLERANCE, NIBBLE INVENTER PRESURENT WAS SER CFR WITCH IS MEAN THE LOWER TOLERANCE LIMIT OF 28 THOUSEN. CITCH-RELDIVATED INVENTER TOWARD WORNLY ADD CRR PRESUREY. TO SECULATE IN THE CASE OF THE SITTEN WOLD WOT ATTAIN THE REQUIRED PRESUREY OF ADD CRR AT CHANGE OVER PARTICION. TO SECULATION OF SECULATION. THE INVENTER WOLD WOT ATTAIN THE REQUIRED PRESUREY FROM THE INVENTER PRICE OF THE SITTEN WOLD WOUNDED. TO SECULATE AND THE SITTEN WOUNDER. TO SECULATE AND THE SECOND STATEMENT OF SITEN AND THE SECOND STATEMENT OF STATEMENT OF SITEN AND THE SECOND STATEMENT OF STATEMENT OF SITEN AND THE SECOND STATEMENT O	CIRICAL-A78	F1448327P4-R01-00-08	4 15 4	90406	14/ETR	YES NO	· 	*****	
TOTOMERATION TOO LOW. CT-NOME. CT-NOME. ZD-7-079/11-E04-CL-07 ZD-7-079/11-E04-CD-07 ZD	FAILURE MODE-OUT OF TOLE 4 CPS.	INANCE, MISSILE INVENTER PRESUENCY	WAS SEE OFS WHICH IS	NEAR THE	LOHER TO	LERANCE LINIT OF	:	٠	
CITCH-EXADIVATED INVERTER TOWARD NOWINAL 400 CRR PREALEMY. 20-7-079/11-E04-CL-07 1NVERTER 1NV	BYBIEN EFFECT-OFERATION	100 LOM.							
CITCH-EXDIVATED HWERTER TOWARD WOHINL 4DD CRR TREQUENCY. 28-7-079/11-E04-C1-07 INVERTER INVER	VEHICLE EFFECT-NONE.						·		
26-7-079/11-E04-C1-07 SPECIFICATION: THE INVERTER MOULD NOT ATTAIN THE REQUIRED PREQUENCY OF 400 CPS AT CHANGE OVER F. NG. POST TEST CHECK OF THE SYSTEM REVEALED NO DISCREMANIES. IT WAS LATER REVEALED THAT THE INVE- HOLM WARN-UP PERIOD IN GROEN TO MET SPECIFICATIONS. TION TOO LON. GROUND POWER WAS UNED FOR THE RUN. TOO LON. GROUND POWER WAS UNED FOR THE RUN. EXPECTED TEST VALUE. DC INPUT WOLTAGE TO HISSILE SYSTEMS AND AC WOLTAGE AND PREDUENCY FROM INVE EXPECTED TEST VALUE. DC INPUT WOLTAGE TO MISSILE SYSTEMS AND AC WOLTAGE AND PREDUENCY FROM INVE EXPECTED TEST VALUE. DC INPUT WOLTAGE TO MISSILE SYSTEMS AND AC WOLTAGE AND PREDUENCY FROM INVE EXPECTED TEST VALUE. DC INPUT WOLTAGE TO MISSILE SYSTEMS AND AC WOLTAGE AND PREDUENCY FROM INVE EXPECTED TEST VALUE. DC INPUT WOLTAGE TO MISSILE SYSTEMS AND AC WOLTAGE AND PREDUENCY FROM INVE EXPECTED TEST VALUE. DC INPUT WOLTAGE TO MISSILE SYSTEMS AND AC WOLTAGE AND PREDUENCY FROM INVE EXHILAR ELECTRICAL PROBLEMS CAUSED BY GUIDANCE RATE EEACON FAILURES ON IEA AND 48. SIMILAR ELECTRICAL PROBLEMS CAUSED BY GUIDANCE RATE EEACON FAILURES ON IEA AND 48. AUST, OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIGATION OF THE MINERALE AND TO 0.8 VAC PEAR TO PEAK DURING THE TEST. IC OPERATION-VOLTAGE REGULATION OF INVENTER WAS GRANED TO BE UNISTABLE.	CORRECTIVE ACTION-READJA	USTED INVERTER TOMARD NOHINAL 400 C	PR PREQUENCY.						
TOTON OF SPECIFICATION. THE INVERTER HOULD HOT ATTAIN THE REQUIRED PRESURED FRESHENCY OF 400 CPA AT CHANGE OVER P. ATRECHES. FOR THE STRIEF. FOR THE THE STRICK OF 400 CPA AT CHANGE OVER P. ATRECHES. FOR THE THE STRICK OF 400 CPA AT CHANGE OVER P. ATRECHES. FOR THE THE STRICK OF 400 CPA AT CHANGE OVER P. ATTAINSTEIN TOO LON. GROUND POWER WAS USED FOR THE AUN. TC-T-EDATPLY TC-T-EDATPLED FOR THE TOO BAITCH OVER. TC-T-EDATPLED FOR THE TOO LON. GROUND POWER. TC-T-EDATPLED FOR THE TOO LON. PROGRESS WITH THE STRICK OF TAIL STRICK AND PRESUMENT FROM INVERTIGATION TOO LON. POWER OUTPUT TO HISSILE SYSTEMS WAS TOO LON FOR SCOOLD WITH RATE BEACON FAILURE CAUSE. T-EDECATION TOO LON. POWER OUTPUT TO HISSILE SYSTEMS WAS TOO LON FOR SCOOLD WITH RATE BEACON FAILURE SYSTEMS WAS TOO LON. FOUR ECOTION TO HISSILE SYSTEMS WAS TOO LON FOR SCOOLD WITH RATE BEACON FAILURE CONTOUT OF ELECTRICAL SYSTEM. CTION-CAUSE OF GUIDANCE RATE SEACON FAILURES UNDER INVESTIGATED. CTION-CAUSE OF GUIDANCE RATE SEACON FAILURES UNDER INVESTIGATED. CTION-CAUSE OF GUIDANCE RATE SEACON FAILURES UNDER THYE TEST. SADSIS NOT TO LEARNER. THE INVESTER OUTPUT WAS CORDSITE-PACTORY 128 SADSIS. SADSIS NOT FOR TOLERANCE. THE INVESTER OUTPUT WAS CORDSITE-PACTORY 128 SADSIS. SADSIS NOT FOR TOLERANCE. THE INVESTER RESULATION OF INVENTER WAS OBSERVED TO BE UNSTABLE.	ECTRICAL-A/B	28-7-079/11-204-C1-07 Inverter	CAPTIVE	78 56088	Ξ.		•		
T-CPERATION TOO LOM, GROUND POKEN WAS USED FOR THE RUN. CTICH-WOME. CT-NOWE. CCT-NOWE. CCT-NOWE BUFFLY CCT-NOWE BUFFLY CCT-NOWER BUFFLY CCT-NOWER BUFFLY CCT-NOWER BUFFLY CCT-NOWER BUFFLY SAGRED TA.S NO PLIGHT SAGRED TA.S NO PROUNCE AND PROUNCE FALLINE CAUSE SYSTEM OVERLOND. T-OPERATION TOO LOW, POMER OUTPUT TO MISSILE SYSTEMS WAS TOO LOW FOR FOUR SECUNDS WHEN RATE BEACON FAILURE SYSTEM OVERLOND T-OPERATION TOO LOW, POMER OUTPUT TO MISSILE SYSTEMS WAS TOO LOW FOR FOUR SECUNDS WHEN RATE BEACON FAILURE SYSTEM CCTICH-CAUSE OF GUIGANCE RATE BEACON FAILURES UNDER INVESTIBATED. CTICH-CAUSE OF GUIGANCE RATE BEACON FAILURES UNDER INVESTIBATED. SAGRED TO PEAR TO TEAM. T-EARATIC OPERATION-VOLTAGE REGULATION OF INVERTER WAS OBSERVED TO BE UNSTABLE.	FAILURE HODE-OUT OF SPEC OH GROUND TO AIRBORNE. F ITER REGUIRES A HALF-HOUM	CIFICATION. THE INVERTER WOULD NOT POST TEST CHECK OF THE SYSTEM REVEAR NARM-UP PERIOD IN ORDER TO MEET 8	ATTAIN THE REGUIRED LLED NO DISCREPANCIES	PREQUENCY IT MAS 1	OF 400 C	PB AT CHANGE OVER EALED THAT THE IN			
CCTION-LARRING INVERTER PRIOR TO BUITCH OVER. TCT-NOME. TCT-NOME. TCT-NOME BURDLY TCT-NOME BURDLY FLIGHT 5808.8 74.3 NO POMER BURDLY FOMER TO HER BEACON FAILURE SYSTEM OVERLOAD FOMER BURDLY FOMER BURDL	BYPTEM EFFECT-OPERATION	TOO LOW. GROUND PONEN WAS USED FOR	THE RUN.						
CTION-MARNUP INVERTER PRIOR TO SMITCH OWER. TC-T-EGA/PI-EG3-DO-O3 POLEN BUPLY POMER BUPLY POMER BUPLY POMER BUPLY POMER BUPLY POMER BUPLY POLEN BESUINED VALUE. DC IMPUT VOLTAGE TO HISBILE BYSTEMS AND AC VOLTAGE AND PREDUENCY FROM INVE SYSTEM OWERLOAD. T-OPERATION TOO NOW. ECCHOLO BY TAIL BESCONDS WHEN GUIDANCE RATE BEACON FAIL H-POMARY OVERLOAD. T-OPERATION TOO LOW, FOMER OUTPUT TO MISBILE SYSTEMS WAS TOO LOW FOR FOUR SECONDS WHEN RATE BEACON FAIL T-OPERATION TOO LOW, FOMER OUTPUT WAS GASERVED BY GUIDANCE RATE EEACON FAILURES ON 1ER AND 48. CTION-CAUSE OF GUIDANCE RATE BEACON FAILURES WOREN INVESTIBATED. CTION-CAUSE OF GUIDANCE RATE BEACON FAILURES WOREN TO PEAR TO PEAR DURING THE TEST. T-ERRATIC OPERATION-VOLTAGE REGULATION OF INVERTER WAS OBSERVED TO BE UNSTABLE.	WEHICLE EFFECT-MONE.								
TC-7-EDA/P1-ED3-DD-D3 FLIGHT 50 HOUSE CT-7-EDA/P1-ED3-DD-D3 FLIGHT 560 HOUSE TALS NO POMER BUPPLY OUT OF EXPECTED TEST VALUE. DC INPUT VOLTAGE TO HISSILE SYSTEMS AND AC VOLTAGE AND FREQUENCY FROM INVERSENCE NEEDED TO THE SECONDS WERE BEACON FAILURE CAUSE SYSTEM OVERLOAD. T-0-ERATION TOO LOA. POMER OUTPUT TO HISSILE SYSTEMS WAS TOO LOM FOR FOUN SECONDS WHEN RATE BEACON FAILURE SHOUNDS. CT-NOME. SIMILAR ELECTRICAL SYSTEM. CTION-CAUSE OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIBATED. CTION-CAUSE OF FULL INVERTER OUTPUT HAS CASSERVED TO VARY UP TO 0.8 VAC PEAR TO PEAR DURING THE TEST. T-ERRATIC OPERATION-VOLTAGE REGULATION OF INVENTER WAS OBSERVED TO BE UNSTABLE.	CORRECTIVE ACTION-MARKA	P INVERTER PRIOR TO SWITCH OVER.							
DECLOY OF EXPECTED TEST VALUE, DC INPUT VOLTAGE TO HISSILE BYSTEMS AND AC VOLTAGE AND FREDUENCY SYSTEM REALIZED VALUES FOR POUR SECONDS STATING AT 74.8 SECONDS WHEN GUIDANCE RATE BEACON FAIL SYSTEM REPORANCE OF LUCAL POWER CUTPUT TO MISSILE SYSTEMS WAS TOO LOW FOR FOUR SECONDS WEN RATE SELECTRICAL SYSTEM. COTTON-CAUSE OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIBATED. CALANSE OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIBATED. CALANSE OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIBATED. AND SABBIS NO SABBIS OF PEAR TO PEAR DURING T-ENRATIC OPERATION-VOLTAGE REGULATION OF INVERTER WAS OBSERVED TO BE UNSTABLE.	ECTRICAL-A/R	ZC-7-ED4/P1-E03-DD-03 POWER BUPPLY	FLIGHT	50 500020	11.3	99	•		
T-OPERATION TOO LOJE, POWER OUTPUT TO WISSILE SYSTEMS WAS TOO LOW FOR FOUR SECUNDS WHEN RATE BE IMPORARY OVERLOAD TO ELECTRICAL SYSTEM. CTION-CAUSE, OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIGATED. CTION-CAUSE, OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIGATED. CHPOSITE-FACTORY ISB WESTER SAGSIS NO T-EMATIC OPERATION-VOLTASE REGULATION OF INVERTER WAS OSSERVED TO BE UNSTABLE.		ECTED TEST VALUE, DC INPUT VOLTAGE RED VALUES FOR FOUR SECONDS STARTIN LOAD,	TO HISSILE BYSTEMS A K AT 74.8 SECONDS WH	NO AC YOU	TAGE AND CE RATE B	FREGUENCY FROM IN EASON FAILURE CAL	2 5		
CTION-CAUSE OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIBATED. LN-7-617/FC-ECO-01-1E COMPOSITE-FACTORY 128 YES SUBSTITEMENTE. LN-7-617/FC-ECO-01-1E COMPOSITE-FACTORY 128 YES SAGES. -OUT OF TOLERANCE. THE INVERTER OUTPUT HAS OBSERVED TO VARY UF TO 0.8 VAC PEAR TO PEAR DURING T-ERRATIC OPERATION-YOLTAGE REGULATION OF INVERTER MAS OBSERVED TO BE UNSTABLE.	-		SYSTEMS WAS TOO LOW #	OR FOUR SE	# # # # # # # # # # # # # # # # # # #	EN RATE BEACON FI	=		
CTION-CAUSE OF GUIDANCE RATE BEACON FAILURES UNDER INVESTIBATED. LM-7-617/FC-ECO-01-1E COMPOSITE-FACTORY 128 VES INVESTER SAGBIS NO -OUT OF TOLERANCE. THE INVERTER OUTPUT NAS OBSERVED TO VARY UF TO 0.8 VAC PEAR TO PEAR DURING T-ERRATIC OPERATION-VOLTASE REGULATION OF INVERTER WAS OBSERVED TO BE UNSTABLE.	•	MILAR ELECTRICAL PROBLEMS CAUSED BY	' GUIDANCE RATE BEACO	N FAILURE	3 OH 12A	AND 48.			
EM-1-417/FC-ECO-01-1E COMPOSITE-FACTONY 128 YES INVENTED A SAGELS NO -OUT OF TOLERANCE, THE INVENTER CUIPUT MAS OBSERVED TO VARY UP TO 0.8 VAC PEAR TO PEAR DURING T-ERRATIC OPERATION-YOLTASE RESULATION OF INVENTER WAS OBSERVED TO BE UNSTABLE.	AUSS	ð	MOER INVESTIGATED.						
TOLERANCE, THE INVERTER CUTPUT HAS COSERVED TO VARY UP TO D.8 VAC PEAR TO PEAR DURING. IC OPERATION-VOLTAGE REGULATION OF INVERTER MAS COSERVED TO BE UNSTABLE.	ECTRICAL-A/B	ZN-7-417/FC-ECO-01-1E INVENTER	COMPOST TE-PACTORY	16089		YES NO			
IC OPERATION-VOLTAGE REGULATION OF INVENTER MAS OBSERVED TO BE UNSTABLE.		ERANCE, THE INVERTER CUTPUT MAS COS		0.8 VAC P.	TA 70 %	AK DURING THE TE	<u>:</u>		
PASE DOTS		PERATION-YOUTABE REGULATION OF INVE	INTER WAS OBSERVED TO	BE UNSTAL	116.				
			kenajajaja kajalaja di araja ja arasi dan ja siringan pengenaja di sa			PA6C 01	:		

GENERAL MHICE CONVAIR DIVISION

15 JUN 1986

8787EM 8U8-8787EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE SITE DATE DIF TIME DIF	# 5 E 5	VENDOR NAME VENDOR PART NO	
WENICLE EFFECT-COMPOSI	HTE DELAYED.						2000
CORRECTIVE ACTION-THE	INVERTER WAS REPLACED. SATISFACTORY OPERATION WAS INDICATED DURING SUBSESSUENT TESTING.	ORV OPERATION WAS INDIC	ATED DURIN	- 11.08CB	KK	ESTING.	
ELECTRICAL-A/B POWER SOURCE	2C-7-204/P1-ECO-01-5 BATTERY	COMPOSITE-J FACT	56 540809	=	5 S		931870
FAILURE MODE-FAILED BU E.	IURING OPERATION. HIBBILE BATTERY PAILED SHORTLY AFTER START OF TEST RERUH. HO DETAILS AVAILABL	FAILED SHORTLY AFTER ST	ART OF TES	T RERUM.	<u>₹</u>	TAILS AVAILABL	
SYSTEM EFFECT-OPERATIO	ON STOPS PREMATURELY, HISSILE SYSTEMS POWER LOST.	TEHS POWER LOST.					
WEMICLE EFFECT-COMPOSITE RESCHEDULED.	TE RESCHEDULED.						
CORRECTIVE ACTION-LAKIN	CHOMA:						
ELECTRICAL-A/B MOMER SOURCE	2C-7-208/P3-204-00-4 M1381LE INVERTER	PLIGHT	4B 56080g	100	28		1
FAILURE HODE-OUT OF SP CT PREDICTOR FAILURE.	PPECIFICATION. MISSILE INVERTER FREGUENCY DROPPED MOMENTARILY TO 3TO CPR AT THE TIME OF AN IMPA	EBUENCY DROPPED HONENTA	RILY TO 37	O CFA AT	¥	INE OF AN INPA	
VSTEH LTFECT - ERRATS	SYSTEM EFFECT - ERRATIC OPERATION- 400 CPB POWER DROPPED TO A MOMENTARY STO CPB.	ED TO A MOMENTARY \$70 C	į				
EHICLE EFFECT-MONE-NO	VEHICLE EFFECT-HONE-NO APPARENT EFFECT IN B CBBERVED ON ANY VEHICLE BYSTEN.	ANT VEHICLE SYSTEM.					
CORRECTIVE ACTION-LAKNOW.	OHN.						
ELECTPICAL-A/B	F744086/P1-206-00-3 BATTERT-IMIM MISSILE	COUNTDOWN	38 540713	=7	2 8		99160
FAILURE MODE-FAIL DURI	IING OPERATION-NAIN MISSILE BATTERY VOLTAGE DROPPED TO 24 VDC.	Y VOLTAGE DROPPED TO 24	, 2 0				
SYSTEM EFFECT-OPERATIO	ON TOO LOW-BATTERY VOLTAGE DROPPED ABRUPTLY TO 24 VDC.	D ABRUPTLY TO R4 VDC.					.,
EHICLE EFFECT-COUNTDO	VEMICLE EFFECT-COUNTDOMN DELAYED. 140 MINUTE HOLD AND 88 MINUTE RECYCLE AFTER REDLINE CUTOFF.	BS MINUTE RECYCLE AFTER	REDLINE C	UTOFF.			
CORRECTIVE ACTION-AEPLACED BATTERY.	ACED BATTERY.						
ELECTRICAL-A/B POWER BOURCE	28-7-079/82-E1E-84-01 8471ERY	CAPTIVE	10000	2	و ت		4
FAILURE HODE-OUT OF SP.	PECIFICATION. DURING DC CHANGE- OVER, AC VOLTAGE AND FREGUENCY INCREASED RAPIDLY OUT OF LINITA) REVEALED THAT THE BATTERY WAS NOT PRE-LOADED.	VER, AC VOLTAGE AND FRE T PRE-LOADED.	BUENCY INC	REABED RI	170141	OUT OF LIMITA	
							

SENERA' NAMICE CONVAIR JIVISION

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13 JUN 1868	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBOFAE	CTRICAL BYSTEM-AIRBON	, Æ		.	and the second	
# # # # # # # # # # # # # # # # # # #	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE DATE DIF	BITE TIME DIF	PR I	VENDOR NAME VENDOR PART NO	
STATEM EFFECT-OPERATION	RATION 100 HIGH. VOLTAGE INCREASED TO 34 VOLTS. NORMAL LIMITS AME ES TO 50 VOLTS.	VOLTE. MORMAL LIMITE	A46 25 TO	30 VOL.71			:
CORRECTIVE ACTION-LINECHOOMI.							
CLECTRICAL-A/B	2C-7-097/P2-104-00-16 INVERTER	FLIGHT	16A 560603	12	, 1 5	VARO	30000
FAILURE MODE-OUT OF SPE HOFF AND AT RANDOM INTE LE. VOLTAGE REGULATOR N	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE, GROSS TRAN UTOFF AND AT RANDOM INTERVALS THEREAFTER, BELIEVED DUE TO T PILE VOLTAGE REGULATOR WHICH IS EXTREMELY ACCELERATION SENS	TRANSIENTS IN INVERTER 400 CPS FREGUENCY OCCURRED AT ENGINE C To the effects of missile instability on the inverter carson- bensitive.	OG CPB FRE E INSTABIL	BUENCY OF	CURRE F INV	OCCURRED AT ENGINE C THE INVENTER CARBON-	
H EFFECT-ERRATIC (HTS HAT NO EFFECT	BYSTEM EFFECT-ERRATIC OPERATION, BINCE BERIEB A ELECTRICAL POMER REBUINEMENTS ENDED AT EMGINE CUTOFF THE INVERTER T Ransients hat no effect on bystem performance.	POMER RESULTENENTS	CHOED AT C	FEINE CU	101	HE INVENTER T	
WEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-VARO	CORRECTIVE ACTION-VARO INVERTERS WERE REPLACED WITH BENDIK INVERTERS WHICH USES A MORE STABLE MAGNETIC-AMPLIFIER VO Tage regulator.	INVERTERS WICH USE	A HORE &	TABLE MA	PETIC	-AMPLIFIER VO	
ALECTRICAL-A/B	FTASO44/PE-103-00-16 MAIN MIBBILE BATTERY	COUNTDOM	16A 540329	* 6	₽ 9		40 73 n 6
FAILURE HODE-OUT OF SPE	SPECIFICATION, MAIN HIBBILE BATTENY OUTPUT INDICATED BELOW REDLINE VALUE	TPUT EDICATED BELOW	REDLINE V	NLUE.			
SYSTEM EFFECT-OPERATION TOO LOW.	HISSILE PONER DC PANEL	HETER INDICATED 25.4 VDC. END TO END CALIBRATION SHOWED HET	C. END 10	END CAL	BAATS	ON EHONED HET	
E EFFECT-COUNTROL	VENICLE EFFECT-COUNTROLM DELAYED, 134 MINUTES HOLD, 69 MINUTES RECYCLE,	UTES REGYCLE.					
CORRECTIVE ACTION-RECALIBRATED PANEL	.IBRATED PAMEL METER.					•	
CLECTRICAL-A/B	ZC-7-091-10A/P#-107-00-10 INVERTER	rust	10A 960110	1.2 9.8	# Q		10414
FAILURC MODE-OUT OF SPE WAS EXPERIENCED, ALSO,	OF SPECIFICATION, AT 35 SECONDS A TRANSFENT OSCILLATION IN INVERTER PRESUENCY OF PLUS OR HINUS CPS. ALSO, AT 135.9 SECONDS THE FRESIENCY DECREASED TO 365 CPS FOR D.S SECONDS. READON UNINALISE.	HT OSCILLATION IN IN EASED TO \$45 CPS FOR	VERTER PRE O.B RECOM	AUCHCY OF	1 × ×	OR MINUS CPS.	
AVSTEN EFFECT-OFERATION	IATION ERRATIC.						
WEHICLE EFFECT-MONE.							
TIVE ACTION-RECO- FEB. IT IS IMPOSSI OR MINUS PERCENT	CORRECTIVE ACTION-RECOMMENDED TO INCREASE THE SENSITIVITY OF THE MEASURENT MAICH MONITOR THE SATTERY INVILIER VOLTAERS THEN THENE VOLTAERS ARE MITHIN THE CONTRACT LINIES OR HAND PERCENT ACCUMACY LINIES.	OF THE MEABUREMENT IN AVAILABLE TO DETECT	METHER T	OR THE BA	TTERY TABER	SOM INVESTER ARE MISHIN TH	
e ordendrighenskallenderskellenderskellenderskellenderskellenderskellenderskellenderskellenderskellenderskelle							,
						BA46 0041	

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8787EH 848-8787EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	SIF DATA BOUNCE FART NUMBER	VEHICLE DATE DIP TI	317E PR1 TIME DIF OTH	I VENDOR NAME	
ELECTRICAL-A/B POWER SOURCE	ZC-7-091-10A/PE-107-00-10 BATTERY	FLIGHT	10A 12 500110 13	12 YES 133.9 NO		50 66
FALLURE MODE-OUT OF SPEC MCOMDS. REASON UNKNOWN.	FAILURE MODE-OUT OF SPECIFICATION. THE BATTERY WOLTAGE DECREASED AT 153.9 SECONDS TO 23.5 VDC FOR A DURATION OF SECONDS. REASON UNKNOWN.	DECREASED AT 155.9 SEC	OWD8 TO 88.5	VOC FOR A	DURATION OF 0.9	
SYETEM EFFECT-OFER	STITEH EFFECT-OFERATION TO LOM. MOMENTARILY.					
VEHICLE EFFECT-NOME.	į					
CORRECTIVE ACTION- INVERTER VOLTAGES.	-UNKNOWN, RECOMMENDED TO LYCREASE THE SENSITIVITY OF THE MEASUREMENT WHICH MONITOR THE BATTERY AND IT IS IMPOSSIBLE WITH THE SENSITIVITY PRESENTLY AVAILABLE TO DETECT WHITHER THESE VOLTAGES ARE WILLIAM.	BENSITIVITY OF THE MEATY PRESENTLY AVAILABLE	SUREHENT WHIC TO DETECT WHE	H MOMITOR	THE BATTERY AND E VOLTAGES ARE H	
ELECTFICAL-A/B POWER JOURCE	ZC-7-093-1EA/P4-10E-00-1E INVERTER	FLIGHT	12A 14 571217 76	22		
FAILURE MOE-SHORT ANCE EQUIPMENT AND R SECONDS LATER.	T. MOMENTARY DROP IN INVERTER WOLTAGE AT 78.0 BECONDS. APPARENTLY A SHORT DEVELOPED IN THE GE GUID. THE EMSUING OVERLOAD DREW THE INVESTER RECOVERED ITS STABLE OUTPUT	AT 76.0 BECOMDS. APPARERS CUTPUT DOME LENTEL TH	ENTLY A SHORI	DEVELOPE	D IN THE GE GUID 18 STABLE GUTPUT	
S' STEH LFFECT-OPER	STATEM LFFECT-CMERATION TOO LOW WOMENTARILY.					
WENIGLE GETTELL-MOME.	Æ.					
CURRECTIVE ACTION - INF HOLEI.	-ther HOLE),					
ű.	ZM-T-550/FC EATTERY, RA	COMPOSITE-FACTORY	15A 571£07	ž į		
FATEURE MOE-FATE E OF BATTERY POWER	TO OPERATE AT PRESCRIBED TIME, RANGE BATETY REACON DID NOT OPERATE DURING THE TEBT, DUE TO FAILUR SUPPLE.	BATETY REACON DID HOT	OPERATE DURZE	6 THE TES	1. DUE TO FAILUR	
SYSTEM LIFECT-OPERATION DOCS NO.	ATION DOES HOL BEART.					
VEHICLE EFFECT-CC	POSITE DELATED.					
OF ADDITIONAL RESTING.	STRECTIVE ACTION-ANT ASSUMPTION CAN BE MADE THAT THE BATTERY WAS REPLACED SINCE DATA SHEET SIVE EVIDENCE ASSITTMENT (ESTING.)	THAT THE BATTERY WAS RE	PLACED SINCE	DATA SMEK	T 61 VE EVIDENCE	
ELECTRICAL-A/S POWER SCURCE	FiresovP154-01-10	COMPOSITE-FRO/DF.	10A 11 5'1118	12/ETR TES		 -
MES FATIURE MODE-PATE.	TO OPERATE AT PRESCRIBED TIME, PATTERY FAILURE IN REC SET NO.	RY FAILURE IN REC SET IN). 2 •KBW.TEG	8 2	2 PERULTED IN NO OPERATION ON INTER	
-						
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SYSTEM EFFECT-OPERATION DOES NOT START, SYSTEM FAILED TO OPERATE ON INTERNAL POWER. VEHICLE EFFECT-NOWE, CORRECTIVE ACTION-REPLACED BATTERY AFTER TEST AND SATISFACTORILY CHECKED SYSTEM ON INTERNAL AND EXTERNAL POWER. LECTRICAL—A/B EN-6961A;113-D6-DE INVERTER TAILURE HODE — OUT OF TOLERANCE, THE INVERTERS OUTPUT WAS UMBALANCED. PHASES A AND C EXCEEDED SPECIFICATIONS, THE M EASUGEHENTS HERE, PHASE A-118VAC; PHASE B-118VAC AND PHASE C-111VAC, THE PHASE A SPECIFICATION WAS 115 PLUS OR HIMUS SYSTEM EFFECT-NOME.	MER. RA 1A YES STIDUS NO EXCEDED SPECIF AND C EXCEEDED SPECIF APECIFICATION MAS 11:	IXTERNAL POMER.	355
CT-MONE. CTICH-REPLACED BATTERY AFTER TEST AND SATISFACTORILY CHECKED SYSTEM CN IN EN-6961A:113-D6-02 CAPTIVE RA STADGE - OUT OF TOLERANCE. THE INVERTERS OUTPUT WAS UNGALANCED. PHASES A AND C CRE. PHASE A-118YAC, PHASE B-118YAC AND PHASE C-111YAC, THE PHASE A SPECI	ESHAL AND EXT LA TE NG XCEEDED SPECI ICATION NAS 1	ERHAL POMER.	
CTION-REPLACED BATTERY AFTER TEST AND SATISFACTORILY CHECKED SYSTEM CN IN EN-6961A.113-D0-02 CAPTIVE 871000 - OUT OF TOLERANCE, THE INVENTERS OUTPUT WAS UNBALANCED. PHASES A AND C CRE, PHASE A-118 VAC, PHASE B-118 VAC AND PHASE C-111 VAC, THE PHASE A SPECIE B AND C ARE REQUIRED TO OPERATE WITHIN E PERCENT OF PHASE A.	TA TE TA TA TE TA	ERNAL POMER.	_
EM-6961A,113-D0-0E CAPTIVE RA INVERTER STIGUO - OUT OF TOLERANCE, THE INVERTERS OUTPUT WAS UMBALANCED. PHARES A AND CRE, PHASE A-118VAC, PHASE B-118VAC AND PHASE C-111VAC, THE PHASE A SPECIE B AND C ARE REQUIRED TO OPERATE WITHIN & PERCENT OF PHASE A.	AA YE NO XCEEDED BPECI ICATION MAB 1	1	
- OUT OF TOLERANCE, THE INVERTERS OUTPUT WAS UNGALANCED, PHASES A AND CEE, PHASE A-118YAC, PHASE B-118YAC AND PHASE C-111YAC, THE PHASE A SPECI ES AND CARE REQUIRED TO OPERATE WITHIN R PERCENT OF PHASE A.	XCEEDED SPECI	.	***
I-NOME.	,	FICATIONS, THE M 15 PLUS OR MINUS	······································
WENICLE EFFECT-NOME.			
CORRECTIVE ACTION-UNKNOWN.			
EN-6961A,113- D6-02 CAPTIVE 2A INVENTER 571000	1A YES		000323
FAILURE HODE-OUT OF TOLERANCE. INSTRUMENTATION OF THE INVERTER WAVEFORM SHOWED FIFTH HARMONIC DISTORTION OF ABOUT 1 O PERCENT. IT IS UNCERTAIN AS TO WHETHEM THE CAUSE WAS WITHIN THE ELECTRICAL STRIEM (INVERTER OR USER SYSTEM) OR A R ESULT OF INSTRUMENTATION PICK-UP. SPECIFICATION IS D.3 PERCENT MAXIMUM.	ARMONIC DISTO VERTER OR USE	RTICH OF ABOUT 1	
SYSTEM EFFECT-IMPROPER ANALOG SIGNAL.			
VEHICLE EFFECT-NOME.			
CORRECTIVE ACTION-UNKNOWN.			
EN-687/1-A, 111-D6-OZ CAPTIVE ZA INVERTER STUBE?	A-1		1111
FAILURE MODE-FAIL DURING OPERATION. THE WAVE FORM OF THE INVERTER VOLTAGE SHOWS DISTORTION OF 18.8 PERCENT.	TION OF 18.8	PERCENT.	
SYSTEM EFFECT-THPROFER ANALOG BIGNALS. THE INVERTER WAVE FORM IS SATISFACTORY WHEN OPERATING INTO A DUMMY LC4D, BUT APPEARS DISTORTED WHEN GENEPAL ELECTRIC FRUIPHENT IS TURNED ON.	RATING INTO A	DUMMT LC4D, BUT	
WENTCLE EFFECT-NOWE.			
CORRECTIVE ACTION-UNKNOWN.			

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	SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT HANG	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OF	BITE PRI	VENDOR NAME	·
PALLED DUSING OPERATION. BET P FAILED AT 7 SECONDS WERN PLATE WOLTAGE AND AGG. LEVEL DROPPED TO ZERO DUDGED BATTER PACK. 1-1-1003 OF REDWINNEY ALSO INFROMES OPERATION OF RS BELCON. C1-1004. C104-SEPLACED BATTERY. EN-114-19-101-03 OUT OF TOCEANCE. A REUISIDEMT OF 1.5 PCT.41.7 VACU WAS RESULTED BY THE RAC STREED. THE INVESTER VASI S PCT LOW AND 1.5 PCT.41.7 VACU WAS RESULTED BY THE RAC STREED. THE INVESTER VASI S PCT LOW AND 1.5 PCT.41.7 VACU WAS RESULTED TO VASIONS STREED. C1-100-TO TOCEANCE. A REUISIDEMT OF 1.5 PCT.41.7 VACU WAS RESULTED TO VASIONS STREED. C1-100-TO TOCEANCE. A REUISIDEMT VOLTAGE WAS NOT SET TOWNESTED ACTUATION OF THE RELATS WHICH IN THE NEW PREVENTED TOTAL TOWNESTED WICH THE TOOL LOW AFFECT ON THE SELATS WHICH IN THE NEW PREVENTED TOTAL TOWNESTED TOWNESTED TOWNESTED TO THE RELATS WHICH THE TOOL LOW AFFECT ON THE SELATS WHICH THE TOWNESTED TOWNESTED TOWNESTED TOWNESTED TOWNESTED TO TOLENDED DURING EXTERTS OF THE SELATS WHICH THE TOOL OF TOLENDEME. OUT OF TOLENDEME. A - A - A - A - A - A - A - A - A - A	ELECTRICAL-A/B POMER SOURCE	EH-346/14-104-D3-02A BATTERY: ASC	CAPTIVE	2A 970703	1	⊣	****
THEORS OF REDUNDANCY ALSO IMPRORES OPERATION OF AS BELCON. CTHORM. CTHORM. EN-114/21-111-DF-03 CAPTIVE STORS 3-1 STORS 3-1 TOS STOREMENT A REQUIRED BY THE REC STRICK. THE IMPERTER VARIANCE INCLORANCE A REQUIRED BY THE REC STRICK. THE IMPERTER VARIANCE INCLORANCE A RELIGIOUS STRICK. CH-NOW. C	FAILURE MODE-FAILED E TO MEAK OR DEAD BAT	DURING CPERATION. SET & FAILED AT ? TERT PACK.	SECONDS WHEN PLATE W	K.TASE AND	AGC LEVEL DRO	APPED TO ZERO DU	
CHANCE. CHANCE BATTERY. EN-114/31-111-07-03 CAPTIVE 3A 8-1 YES INVERTER INVERTER THE STATE AND THE RACE THE THE STATE AND THE RACE STATEN. THE INVERTER VARIANCE AND THE RACE STATEN. THE INVERTER VARIANCE AND THE RACE STATEN. THE INVERTER VARIANCE AND THE RACE STATEN. CHANCE. CHANCE.	SYSTEM EFFECT-LOSS C	F REDUNDANCY ALSO INPROPER CPERATIO	H OF RB BEACOK.				
CITCH-REPLACED BATTERY. EN-314/31-111-D7-03 CAPTIVE 3A 9-1 YEB INVERTER INVERTER OUT OF TOLERANCE. A REQUIREDENT OF 1.4 PCT. (1.7 VAC) WAS REQUIRED BY THE RAC SYSTEM. THE INVERTER VARIABLE WAS LOS OF TOLERANCE. A REQUIREDENT OF 1.4 PCT. (1.7 VAC) WAS REQUIRED BY THE RAC SYSTEM. THE INVERTER VARIABLE WAS NOT TOLERANCE. CITCH-JOSENCO. CITCH-JOSE	WEHICLE EFFECT-NOME.						
EN-314/31-111-07-03 CAPTIVE 3A 3-1 TEB INCESTER INCESTER 1 PCT LOL AND L.S PCT LOL, 1 PCT LOL AND L.S PCT LOL, 1 PCT LOL AND L.S PCT LOL, 1 PCT LOL AND L.S PCT LOL. 1 PCT LOL AND PREVENTED TO THE PCT NOT THE PCT LOLD LOK AFTECT ON THE BCT LOL AND LICEAND 1 PCT LOL AND L.S PCT LOL. 1 PCT LOL AND LOL AND PCT LOL. 1 PCT LOL AND LOL AND LOL AND LOL AND LOL AND LOL AND LICLAND 1 PCT LOL AND LOL	CORRECTIVE ACTION-RE	PLACED BATTERY.					
SPECT CONTINUES AND LAS PET LOS. THERPOEEN AND LAS PET LOS. CHANGE. THERPOEEN AND LAS PET LOS. CHANGE. THERPOEEN AND LAS PET LOS. CHANGE.	ELECTRICAL-A/8	EM-514/51-111-07-03 INVERTER	CAPTIVE	3A 370C8			***************************************
T-INFRORER MARLOR SIGNALS. THE PROPER VOLTAGE WAS HOT SUPPLIED TO VARIOUS SYSTEMD. CT-WOME. CT-WOME. CT-WOME. CHARS-1-107-3 CAPTIVE SA SYCAMORE TES GATTERY SAC CHARS-1-107-3 CAPTIVE SA SYCAMORE TES GATTERY SAC CHARS-1-107-3 CAPTIVE SACAMORE TES GATTERY SAC CHARS-1-107-3 CAPTIVE SACAMORE TES GATTERY SAC CT-WOME. CT-WOM	FAILURE MODE-OUT OF ED BETMEEN 8.5 PCT LO	TOLENANCE. A REQUIREMENT OF 1.5 PCT IN AND 1.6 PCT LOM.	. (1.7 VAC) WAS PEQUIRE	D BY THE R	9C 8YSTEM. TO	C INVERTER VARI	
CTICNI-JURINOS. CTICNI-JURINOS. EDI-1607-3 CAPTINE BATTERY, 836 -OUT OF TOLERANCE, A LOW BATTERY WOLTAGE PREVENTED ACTUATION OF THE DESIRUCTOR RELAYS. T-IMPROFER DISCRETE SIGNALS. THE LOW WOLTAGE INDUCED CHATTERING OF THE RELAYS WHICH IN TURN PREVENTED TO THE SET AND FIRE THE COLD LON AFFECT ON THE SET TON-TOME. CT-HONE. CTICNI-TEMPERATURE MEASUREMENTS ARE PLANED FOR THE NEXT RUN TO INVESTIGATE THE COLD LON AFFECT ON THE SET TON-TOMENOME. OUT OF TOLERANCE. OUTPUT WOLTAGE VARIED EPRATICALLY. FAILURE HOT CONFIRMED DURING EXTENSIVE TEST. CTICNI-LURINOMS.	SYSTEM EFFECT-IMPROF	ER ANALOG SIGNALS, ING PROPER WILTA	HE WAS NOT SUPPLIED TO	VARICUS B	YSTEMS.		
CTICN-LACKCAN. EN-AGS-11107-3 CAPTIVE STORES 1E3-94 NO -OUT OF TOLERANCE. A LOW BATTERY VOLTAGE PREVENTED ACTUATION OF THE DESTRUCTOR RELAYS. T-IMPROPER DISCRETE SIGNALS. THE LOW VOLTAGE INDUCED CHATTERING OF THE RELAYS WHICH IN TURN PREVENTED TOST FROM FIRING. CT-HOME. CT-HOME. CT-HOME. A-AS-14-EE3-F R-AS-14-EE3-F R-AS-14-EE	VEHICLE EFFECT-NOWE.						
EN-AARS-1.107-3 GATTEPY, S.G. -OUT OF TOLERANCE. A LOW BATTERY VOLTAGE PREVENTED ACTUATION OF THE DESTRUCTOR RELAYS. T-IMPROPER DISCRETE SIGNALS. THE LOW VOLTAGE INDUCED CHATTERING OF THE RELAYS UNION IN THEN PREVENTED TOST FROM FIRENCE. CT-NOME. CT-NOME. A-AS-14-223-F A-AS-14-223-F BY-DSITES NOT COMPINE EXTENS WE TEST. CTION-UNERNOWN.	CORRECTIVE ACTION-UN	St. MCS. Ap.,					
TOUR OF TOLERANCE, A LOW BATTERY WOLTAGE PREVENTED ACTUATION OF THE DESTRUCTOR RELAYS. THE MEMORER DISCRETE SIGNALS. THE LOW WOLTAGE INDUCED CHATTERING OF THE RELAYS WHICH IN TURN PREVENTED TOUGH FROM FIRING. CT-MONE. CT-MONE. A-AB-14-223-F A-AB-14-223-F INVERTER A-AB-14-223-F A-AB-	ELECTRICAL-1/8 POMER SAMICE	EM-4669-1,107-8 BATTEPT, 99C	CAPILME	SPOSES	<u>u</u>		992147
T-IMPROPER DISCRETE SIGNALS. THE LOW VOLTAGE INSUCED CHATTERING OF THE RELATS WHICH IN TURN PREVENTED TOUGHS FROM FIRING. CT-MOME. CT-MOME. CTICH-TEMPERATURE MEASUREMENTS ARE PLANNED FOR THE NEXT RUN TO INVESTIGATE THE COLD LOX AFFECT ON THE STICH-TEMPERATURE MEASUREMENTS FACTORY NO ILELAND INVESTER A-AS-14-EESS-F INVESTER	FAILURE MODE-OUT OF	TOLERANCE. A LOW BATTERY WOLTAGE PR	EVENTED ACTUATION OF 1	HE DESTAUC	TOR RELATS.		
CTION-TENTERATURE MEASUREMENTS ARE PLAINED FOR THE MEXT RUN TO INVESTIGATE THE COLD LOX AFFECT ON THE 8 A-A9-14-8E3-F A-A9-14-8E3-F INVESTER A-A9-14-8E3-F B7-06178-3 B7-06178-5 CTION-UNENDAM.	STSTEM EFFECT-IMPROFINE DESTRUCT FUSES FRO	TR DISCRETE SIGNALS. THE LOW VOLTAGE IN FIRING.	E INOUCED CHATTERING O	F THE RELA	TS MICH IN	IURN PREVENTED T	
CTICH-TEMPERATURE MEASUREMENTS ARE PLAIMED FOR THE MEXT RUN TO INVESTIGATE THE COLD LOX AFFECT ON THE S A-AS-14-EES-F INVESTER INVESTER B7-04170-UNENDAM.	VEHICLE EFFECT-NONE.						
A-49-14-223-F FAR 147-F FACTORY NO LICLAND INVERTER RP-14-108-19 NO MGE-108-19 NO FOLEANME. OUTPUT VOLTAGE VARIED EPRATICALLY. PAILURE NOT CONFIRMED DURING EXTENSIVE TEST, CTION-UNENDAM.	VE ACTION	MPERATURE MEASUREMENTS ARE PLANKED	TOR THE NEXT RUN TO IN	VEBT16ATE	THE COLD LOK	Ŧ	
PAILURE MODE-OUT OF TOLERANCE. OUTPUT VOLTAGE VARIED EPRATICALLY. PAILURE NOT CONFIRMED DURING EXTENSIVE TEST. CORRECTIVE ACTION-UNKNOWN.	ELECTRICAL-A/B POMER BOURCE	A-A9-14-223-F Inventer	FAR £7-04170-3	147-4	}	1.ELAND HGE-106-10	
. test inches.	FAILURE MODE-OUT OF	TOLERANCE. OUTPUT VOLTAGE VARIED EP	IATICALLY, PAILURE MOT	COME 1 RHED	DURING EXTE	131 VE TEST.	
	CORRECTIVE ACTION-UM	K NOWA					

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AYSTEH SUG-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE B	BITE PRI	VENDOR NAME	
ELECTRICAL-A/B POMER SOURCE	A-3P-14-151-F INVERTER-ELECTRICAL MAIN MISSILF	FAR 87-08178-8	PLA	PLATTSBU NO RCH NO	LELAND MGE-108-15	•
FAILURE MODE-REPORTED O IN FIELD USING MAPCHE M	FAILURE MODE-REPORTED OUT OF TOLERANCE WITH RESPECT TO FREQUENCY. FAILURE NOT CONFIRMED BY TESTS, ATTEMPT TO ADJUST In FIELD USING MAPCHE WITHOUT NOISE FILTER RESULTED IN ERRONEOUS FREQUENCY BETTING.	IVENCY, FAILURE NOT MEOUS FREGUENCY BET	CONFIRMED BY	E818. A1	TEMPT TO ADJUST	
COR TECTIVE ACTION-ECP 8	CORTECTIVE ACTION-ECP 8041 PROVIDED NOISE FILTERS FOR MAPCHE TRAILERS OF THE E AND F SERIES CONFIGURATIONS.	NE TRAILERS OF THE E	AND F SERIES	CONF.1 GUS	ATIOMS.	
ELECTRICAL-A/B POWER DISTRIBUTION	ETR-015/14-510-12-5E COMMECTOR	CAPTIVE	1-4 E BE ETH RIES GODSEB	YE &	_	
FAILURE MODE-ELECTRICAL-SMORT MER SIGNAL.	SHORT - LOOSE COMECTION AT MANCHETER BOX CAUSED THE EDO SIGNAL TO CANCEL THE VALVE PROGRAM	ER BOX CAUSED THE E	DO STEMAL TO	ANCEL TH	E VALVE PROGRAM	
SYSTEM EFFECT-INFROPER	SYSTEM EFFECT-INFROPER ANALOG SIGNAL. PLANNED PU VALVE RESONSE WAS NOT ACHIEVED.	NISE MAS NOT ACHIEVE	ė			
WEMICLE EFFECT-MOME, PROPULSION CUTOFF	IOPULSTON CUTOFF			•		
CORPECTIVE ACTION-NOME.						
ELECTRICAL-A/B POWER DISTRIBUTION	CT-11-20-046 Harness	FAR 55-64508-843	194D FAC 860317	FACTORY NO	6 D/C	88043E
FAILUPE MODE-CLECTRICAL OPEN, DURING PROCEDURE GE COULD BE GBSERVED AT THE PIN G TEST POINT OF	FAILUPE MOCE-CLECTRICAL OPEN. DURING PRUCEDURE AY65-D534-D03-13 AT THE COMBINED SYSTEM TEST STAND, M3 CURRENT VOLTA E could be observed at the pin 6 test point of a bandwich box.	13-13 AT THE COMBINE	D BYSTEM TEST	STAND, P	O CURRENT VOLTA	
CCRRECTIVE ACTION-NOT A CONFIRMED FAILURE, NO EL TO TAKE MORE CAUTION IN CHECKING CIRCUITRY.	CONFIRMED FAILURE. NO CORRECTIVE ACTION TAKEN OTHER THAN TO ADVISE SITE AND FACTORY PERSONN IN CHECKING CIRCUITRY.	TION TAKEN OTHER TH	AN TO AD-18E	TTE AND	FACTORY PERSONN	
ELECTRICAL A/B POWER DISTRIBUTION	ETCASAS PLUG, ELECTRICAL UMBILICAL	UT#-FRT R7-D4986-71	660406	YES	CANNON ELEC	690888
FAILURE HODE-FOLLOWING ABLE WONYDC INTERNAL SIDI	FAILURE HODE-FOLLOWING TEMPERATURE VIBRATION TEST VOLTAGE DROF WITH 20 AMPS ACROSS CONTACT 112 UMS SENVDC MAX ALLOM ABLE WONVDC INTERNAL SIDE OF COLTACT WAS DARK IN COLOR.	ROF MITH EG AMPS AC	ROSS CONTACT :	12 14 18 18	SHVDC NAN ALLOW	
CORECTIVE ACTION-ALL PI hts are compled with.	-ALL PRODUCTIOM AND INSPECTION PERSONEL ARE TO ASSURE THAT ALL PRODUCTION AND INSPECTION REQUIRENE	E TO ASSURE THAT AL	L PRODUCTION	NO 11187	STION REQUIREME	
					PASE DOS	

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3737EH 816-3137EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	PRE TENDOR NAME OTH VENDOR PART HO	
ELECTRICAL-A/B POWER DISTRIBUTION	PLUG, ELECTRICAL UMBILICAL	C17-721 R7-0489-63	660405	YES CANNON ELEC 0.7069-1242	***************************************
FAILURE MODE-FOLLOWIN HIN REG'. RED 18 1000 CBISTANCE WAS MITHIN	FAILURE MODE-FOLLOWING RANDOM VIBRATIOM IN V AXIS THE INBULATION RESISTANCE BETWEEN FIN 105 AND SHEU. MAS 9 MEGOHMS Hin Regilato is 1000 megohms following random vibration in X axis resistance was 750 megohms followiy, vis 2 axis r Isistance was within tolerance,	IULATION REBIBTANCE BE In X axil Rebibtance !	THER PIN 108 AND A8 750 HEGOHNS FOL	BHELL MAB & MEGOHMS LOMI K. VIB Z AXIB R	
CORRECTIVE ACTION-PRO	PRODUCTION AND INSPECTION PERSONEL TO ASSURE THAT ALL PRODUCTION AND INSPECTION RESUIRENENTS ARE	ISSURE THAT ALL PRODUC	TION AND INSPECTED	M REGUIREMENTS ARE	
ELECTRICAL-A/B POWER DISTRIBUTION	2704549 PLV6, ELECTRICAL UNDILICAL	U19-PR1 27-04898-71	64 05£9	YES CANNON ELEC 017089-1239	*****
FAILUKE HODE-DURING I M.GORHS AFTER SPECTIM	FAILUME HOGE-DURING PROOF CYCLE FOLLOWING RAIN TEST 8 INSULATION REBISTANCE MEASUREMENTS WERE BELOW WINIMUM OF 1000 MIGGHAS AFIER SPECIMEN HAD DRIED FOR 3 DAYS ALL MEASUREMENTS WERE WITHIN TOLERENANCE.	NEATION REBIBTANCE ME INTO WERE WITHIN TOLES	LABURELEMTO MERE DE Iemance,	LOW WININGM OF 1000	
COPPECTIVE ACTION-PHC ARE COMPLIED WITH.	PRODUCTION AND INSPECTION PERSONEL ARE TO ASSURE THAT ALL PRODUCTION AND INSPECTION REQUIRENENTS	TO ASSURE THAT ALL P	COUCTION AND INSPE	CTION REQUIREMENTS	
ELECTRICAL-A/B POMER DISTRIBUTION	PLUG, ELECTRICAL UBILICAL	UTP-PRT E7-0'9996-9	66 0322	YES TANNON ELEC 317069-1244	****
FAILURE MODE-AT COMPLIENCING BY INDICATION AND THINK WE APPLICATION. SEE FA	FAILURE MODE-AT COMPLETION OF VIDRATION Y AXIS EXAMINATION PROCESS OF THE VIS VIDRATION OF STRONG AND THING REVEALED WAS APPLICATION, SEE FAILURE OF PM 27-07887-5 OF SAME DATE	EXAMINATION REVEALED DENT ON END OF PIN 136. DURING X 1XIS VIDRATION Z AXIS VIBRATION 160 F FIN CIRCUIT 108 INDICATED INTEL HITENT OPEN D SAVE ALD MISALIGNED CONTACT, INADIGUATE TEMMINATION INIDEGUATE POTTE SAME DATE AND TEST FOR RELATED RECPTACLE DATA.	D CF PIN 136, DURI LUST 108 FMCKATO MOTGUATE TEMMINATI RECPEACLE DATA,	MG X 1X13 VIDRATION INTEL STITENT OPEN D ON INIDEGUATE POTTI	
CORRECTIVE ACTION-PRODI	PRODUCTION AND INSPECTION PERSONEL TO ABURE ALL MANUFACTURING AND INSPECTION PROCEDURES ARE COMPL -OUT OF RAR BLV-89-40-592g.	IBURE ALL MANUFACTURE!	46 AND INSPECTION P	ROCEDIMES ARE COMPL	
ELECTRICAL-A/B POMER DISTRIBUTION	ETF4606 RECEPTACLE, ELECTRICAL UMBILICAL	UIP-PRI RT-01001-5	990388	YES CANNON C.EC 287070-1:244	
FAILURE MODE-AT COHPL ACUIT 43 INDICATED NOW 1) AND THIRD RANDOM BUM PNET-07896-T OF SAME	FAILUPE MODE-AT COMPLETION OF VIBRATION Y AXIS EXAMINATION REVEALED SOCKET 138 RECESSED. DURING X AXIG VIBRATION CI ICUIT 43 INDICATED MOMENTARY OFEN DUMING Z AXIB VIGRATION 160 F CIRCUIT 109 INDICATED INTERMITIENT OPEN DURING SECON I AND THIRD RANDOM BURST. INSPECTION REVEALED MISALIGHED CONTACT, INADEGUATE TERMINATION, INADEGUATE, BEE PAILURE OF PART-07886-7 OF SAME BATE AND TEST FOR RELATED PLUG DATA.	N REVEALED SOCKET 134 160 F CIRCUIT 109 INC ONTACT: IMADERUATE TE	PECESSED. BURING SICATED INTERNITTEN RMINATION, INADERU	X AXIS VIBRATION C.) T OPEN DURING SECON ATE. SEE FAILURE OF	
	e Principal de la company	Accords to considerate quantity optimized approximate		PARF. DOSS	900

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PRI VENDOR NAME.	FROCEDURES ARE COM	CANNON 6452KPT6F6-451 1	SHORT CIRCUITING CAUSED BY CONTAMINATION AT NATING-TOR WAS URBATED. AND ADVISING THEM TO MAKE CLOSER INSPECTION OF CON-	YES CANNON FLEC 017070-1040	IG MY DC AND 120 MY ININATIONS DISTENDED TION PROCEDURES ARE	7ES GD/C 69-611ED-5	-26600.	YES CANNON ELEC D17089-1241	CACE.	PAGE 0087
VEHICLE SITE DATE DIF TIME DIF	NAPECTIO	Ę	D BY CONT		OLDER TER OLDER TER ND INSPEC		OF NIL-1		PIN WHICK	
VEHICLE DATE DIP	1 ON AND 1	7116	TNG CAUBE ED. THEN TO M	*******	DEQUATE S	600E1	UIREMENTS PPEC.	111099	THAT THE PLYING EX EN DROPPE	
DIF DATA SCURCE PART NUMBER	RE THAT ALL PRODUCT	FAR 81-55900-638	WAS ATTRIBUTED TO SHORT CIRCUITING CAUSED BY CONTAMINATION AT OST WHEN THE CONNECTOR WAS UMBATED. THE PROBABLE CAUSE AND ADVISING THEM TO MAKE CLOSER INSPECTION	UTF-PRT E7-04999-13	CONTACT BUSHING IN TOTAL BUSHING IN TALE THAT ALL MANUFA	UTP-QUAL/PPY 69-611E0-5	D INTERFERENCE REG	U19-PR1 R7-U4998-69	REMOVED WITHOUT AP	
TEST/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-PRODUCTION AND INSPECTION PERSONEL TO ASURE THAT ALL PRODUCTION AND INSPECTION PROCEDURES ARE LIED WITH. REF CLOSE-OUT OF RAR SLV-99-40-3822.	SLV-80-E4-5050F CANECTOR ELECTRICAL.	FAILURE MOSE-ELECTRICAL, SHURT CIRCUIT, FAILURE MAS ATTRIBUTED TO SHORT CIRCUITING SURFACE OF CONNECTOR MAS UMBATED. SURFACE OF CONNECTOR PRESUMABLY DISLOGED AND LOST WHEN THE CONNECTOR MAS UMBATED. CORRECTIVE ACTION-INFORMING SITE PERSONNEL OF THE PROBABLE CAUSE AND ADVISING THE RECTOR MATHAS.	ETC454E RECEPTACLE, ELECTRICAL UMBILICAL	FAILURE MODE-WHEN HARMESS WAS FLEXED MEAR RECEPTACLE WOLTAGE DROP ACROSS PIN 73 VARIED BITHEEN 30 MV DC AND 120 MV C. INSPECTION REVEALED EXCESSIVE USE OF ADMESIVE DISTENDED SOCKET CONTACTS INADEQUATE POTTING. SOCKET CONTACTS INADEQUATE POTTING. CORRECTIVE ACTION-PRODUCTION AND INSPECTION PERSONEL TO ASSUME THAT ALL MANUFACTURING AND INSPECTION PROCEDURES ARE	69C4287.Z CONTROL UNIT AS! CAO	FAILURE MODE-SPECIMEN DID NOT MEET THE COMDUCTED AND RADIATED INTERFERENCE REQUIREMENTS OF MIL-1-28800. Corrective action-ecp 3214 MAS APPROVED MAICH INCLUDED AN EMI DEVIATION TO THE PPEC.	27C4543.1 PLUG, ELECTRICAL UMBILICAL	FAILURE MODE-DUMING EXAMINATION OF PRODUCT PRIOM TO STARTING TEST IT WAS FOUND THAT THE PIN WHICH SECURES THE RING SLEEVE TO THE LOCK ASSEMBLY MAD BEEN BENT AND COULD NOT BE REMOVED MITHOUT APPLYING EXCESSIVE PORCE. CORRECTIVE ACTION—NO DESIGN CORRECTION. IT WAS DETERMINED THAT THE PLUG HAD BEEN DROPPED PRIOM TO TEST.	
\$Y37ЕН \$U3-3Y37ЕН	CORRECTIVE ACTION-PRODUCTION AND INSPECTION PER PLIED WITH. REF CLOSE-OUT OF RAR SLV-99-40-382E.	FLECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-ELECTRICAL S SURFACE OF CONNECTOR PRE: CORRECTIVE ACTION-INFORM MECTOR MATINGS.	ELECTRICAL-A/B	FATLURE MODE-WHEN HARNESS WAS FLEXED DC. INSPECTION REVEALED EXCESSIVE USE SOCKET CONTACTS INADEQUATE POTTING. CORRECTIVE ACTION-PRODUCTION AND INSECTMENTED WITH. REF CLOSE OUT OF RAR I	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-SPECIMEN DIE CORRECTIVE ACTION-ECP 521	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-DURING EXAMI	

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FAILED COMPONENT NAME P	20	DIF DATA BOURCE. PART NUMBER	VEHICLE B	TIME DIF OTH	VENDOR HANE	
BLV-	8LV-9D-20-3082-F PROBE - 10J PERCENT LOE	FAR 69-43226-3	BEGLOT WTR	A S	60°C	188000
IL OPEN. IGATION R IMB APPL	FAILURE MODE-ELECTRICAL OPEN, DURING PROPELLANT LEVEL CHECKOUT, 100 PERCENT LEVEL A-SECTION FAILED NET INDICATING A 1 OPEN CIRCUIT. INVESTIGATION REVEALED THE PLATINUM ELEMENT OF THE A-SECTION HAD BEEN VAPOTIZED APPARENTLY WHEN 115 OLT 60 CYCLE AC POMER WAS APPLIED ACROSS THE ELEMENT. REF PAR SLY-09-20-3056-F.	ECKOUT, 100 PERCENT L. INT OF THE A-SECTION IN P PAR SLV-89-EG-8056-	EVEL A-SECTION AD BEEN VAPOTI F.	FAILED W ZED APPAR	ET INDICATING A	
26556-553 PERCENT 35	CORRECTIVE ACTION-CIC 26336-553-1 MAS 183UED 631122. THIS REMOVED THE TWO WIRES WHICH SUPPLIED THE 115 VOLT 60 CYCL AC POWER TO THE 100 PERCENT SECTION OF THE STILLMELL ASSEMBLY.	B REMOVED THE TWO WIRE SEMBLY.	ES WHICH BUPPL	IED THE 1	13 VOLT 60 CYCL	
ASCASSE.E CONTROL U	E.E L UNIT ABSENBLY-ONC	UTP-ETT 69-61120-3	451215 GO/C	7E8	5/0 5	000830
PECIFICATIO B RELOADED E.EO MEGON	FAILURE HODE-OUT OF SPECIFICATION OR TOLERANCE- DURING THE FINAL BATISFACTORY PERFORMANCE TEST OUT OF TOLERANCE RES ISTANCE MEASUREMENT WAS RELOADED FROM 11F TO 17B WAS 1.91 MGS CHMS (SHOULD BE 1.80 MEGCHMS AND FROM 1EA TO 17A WAS 2.38 MEGCHMS (SHOULD BE 2.20 MEGCHMS). ENVIRONMENTAL TESTING CAUSED THE RESISTANCE VALUE TO SHIFT.	ME FINAL BATISFACTORY MES CHMS (SHOULD BE MS CAUSED THE RESISTA	PERFORMANCE 1 1.80 PESCHIS A NCE VALUE TO 3	EST QUI Q NO FROM JI	TEST OUT OF TOLERANCE RES AND FROM JEA TO J7A MAS E SHIFT.	
CORRECTIVE ACTION-MONE-THE RESISTANCE SH S ARE USED IN A MON CRITICAL APPLICATION.	CORRECTIVE ACTION-NOME-THE RESISTANCE SHIFT IS MELL MITHIN THE SHIFT ALLONED P. HIL-R-11, DECTION 3, THESE RESISTOR ARE USED IN A MON CRITICAL APPLICATION.	IN THE BHIFT ALLONED	F. Mit-R-15; 0	ECTION 3.	THESE RESISTOR	
FTASSOS. ELECTRIC	FIASSSYPEA-WO-01-DAC7 ELECTRICAL PLUG	COMPOSITE-PRD/DPL	1740 ETR 651210	7 č		87 506
IL BURING OPERATIO	OPERATION. AT SECURING OF ATLAS LOX TANKING THE PHEUMATICS INTERNAL PERMIT SWITCH WAS ACTI THIS SMITCH, THE ATLAS LOK PLCU INDICATOR LIGHT EXTINGUISHED. INVESTIGATION REVEALED A PAU	LOX TANKING THE PHEU HINDICATOR LIGHT EXTE	HATICS INTERNA MGUISHED. INVE	L PERMIT STIGATION	MITCH WAS ACT! REVEALED A FAU	
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CORRECTIVE ACTION-PLUG MAS IRD A	HAS IRD AND HAS REPLACED.					····
SLV-99-	BLY-09-14-245P ELECTRICAL FILIER ABBEHOLY	FAR 69-61078	681E09 FAC	FACTORY YES	3/09	
IATIC OFERATION. I	ATIC OPERATION. POOR ATTENUATION WAS RESULTING FROM WIRITS GEOMETRY AND LEAD LINGTHS. POOR BONDING.	ULTING PRON WIRING GE	OMETRY AND LEA	D LEMETHS	POOR BONDING	
8CK-99-14-8	CORPECTIVE ACTION-RAR BLW-99-14-3678 RECOMMENDING DESIGN CHANGES AND QUALITY CONTROL STRICT ADHERENCE TO DRAMING RE	CHANGES AND QUALITY	CONTROL STRICT	ADHEREIK	E TO DRAWING RE	
					PASE ODDS	

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M31818	TABLA TABLA	DIF DATA SOUNCE	VEHICLE BITE	PRI VENDOR NAME	
SUB-STATEM	FAILED COMPONENT NAME	PAR' NUMBER	DATE DIF TIME DIF	OTH VENDOR	
GUIRENENTS. SURVEY REP	REHOVAL OF ALL SUBJECT PARTS FROM MISSILE	E SERVICE.			*****
ELECTRICAL-A/B POMER DISTRIBUTION	3LV-99-14-247-F RELAY	FAR H324141 -D2	#312D7 FACTORY	YES CUTLER-HAMMER NO M824541-DE	1420
FAILUNE MODE-FAIL TO ALLY-OPEN CONTACT OPEN	FAILUNE MOCE-FAIL TO OPERATE AT PRESCRIBED TIME. UNIT REPORTEDLY FAILED DUMING OPERATION PER EOF 325.37.2, THE MORM ALLY-OPEN CONTACT OPENED, ALTHOUGH POMER WAS BEING APPLIED TO THE RELAY.	MPEDLY FAILED DUMING TO THE RELAY.	OPERATION PER EOF	SESTING THE HORM	
CORRECTIVE ACTION-FAILURE WA	CORRECTIVE ACTION-FAILURE WAS HOT CONFIRMED. THE RELAY IS BEING REPLACED WITH A DIFFERENT PART, NO ADDITIONAL CORRE TIVE ACTION WAS RECOMMENDED.	BEING REPLACED WITH	A DIFFERENT PART,	VO ADDITIONAL CORRE	
ELECTRICAL-A/B POMER DISTRIBUTION	FAR SLV-99-14-047-F RELAY	FAR	651207 FACTORY	CUTLER MANNER M324141-D2	890427
FAILURE MODE-ERRATIC	IC OPERATION. WORMLLY OPEN CONTACTS REPORTEDLY OPENED WITH PCHER ON RELAY.	ORTEDLY OPENED WITH	PCWER ON RELAY.		
CORRECTIVE ACTION-NO	NOME, FAILURE WAS UNCOMFIRMED.				
ELECTRICAL-A/B POWER DISTRIBUTION	69C43BE.1 CONTROL UNIT ASSEMBLY-GAO	UTP-PRT 69-61120-3	631201 GD/C	YES 60/C NO	90678
FAILURE HODE-OUT OF S STING OUT OF TOLERANCE ENVIRONMENTAL TESTIM	FAILURE MOE-OUT OF SPECIFICATION OR TOLERANCE-DURING PROOF CYCLE FOLLOMING EXAMINATION OF PRODUCT AND VIBRATION TE STING OUT OF TOLERANCE RESISTANCE MEASUREMENTS MERE RECORDED. AS HIGH AS E.4 NECONNS. REGUIAED VALVE IS E.E NEGONNS. ENVIRONMENTAL TESTING CAUSED THE RESISTANCE VALUE TO SMIFT.	F CYCLE FOLLOWING EN ID. AS HIGH AS E.4 NO.	ANINATION OF PRODU- COHMS. REGUIRED VA	EXANIHATION OF PRODUCT AND VIBRATION TE NECOHNS, REGUIRED VALVE IS E.E NECOHNS.	W
COFFECTIVE ACTION-NON VALVE IS NOT CRITICAL	CORFECTIVE ACTION-MOME-THE RESISTANCE SHIFT IS WELL WITHIN THE SHIFT ALLOWED BY MIL-R-11, SECTION 3, THE RESISTANCE Valve is not critical to the system application.	I THE SHIFT ALLONED B	Y MIL-R-11, SECTIO	1 3, THE RESISTANCE	
ELECTRICAL-A/B POACE DISTRIBUTION	69C4362.1 CONTROL UNIT ASSEMBLY-CAO	UTP-SL? 69-61120-3	#81130 60/C	7£3 60/C NO	*****
FAILURE MODE-PRENATUR MT OPENS, CAUSE ATTRIB	FAILURE MODE-PREMATURE CPERATION-DURING RANDOM VIBRATION TEST THE NOKMALLY OPEN RELAY CONTACTS INDICATED INTERMITTE Nt opens, cause attributed to excessively high input vibration levels (slt).	EST THE MOUMALLY OPE FON LEVELS (SLT).	N RELAT CONTACTS 2	DICATED INTERMITTE	
CORRECTIVE ACTION-WOME.	CORRECTIVE ACTION-NOME. THE ANCHALY MAD EXAMINED AND CONSIDERED OF NO CONSEQUENCE BINCE THE PART WAD TESTED ABOVE.	DERED OF NO CONSEQUE T PASSED PRT,	HCE BINCE TEE PART	MAS TESTED ABOVE D	***
				PAGE 0089	-

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GENERAL MANICS CONVAIR DIVISION

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E PRI VENDOR HAME DIF OTH VENDOR PART NO	7/09 07.L	D TO BE BETWEEN JSR AN	YES 60/C	ED DURING BLT POST VIS 4 AND PIN 13N. EXACT C		TES 60/C	THE OTHER.	WLITT CONTROL DIRECTE	YES 40C NO 68-43E28-3	CIRCUITED DUE TO AN OVER-SIZED FEMLE PIN 11 OPEN WAS FOUND BETWEEN PINS 5 AND 11. A CHEC THE BIILLMELL ASSEMBLY. THIS CONDITION CAUSE	IZED MALE PINS IN TEST	PASE 0090
E VEHICLE SITE DATE DATE DIF	451117	CONDITION APPEAREI	451117 60/0	N JAA WAS DISCOVER! Elay Ki Terminal 14		651115	PECINEN AND CHE CH	ECT PERFORMANCE. Q	7120 PACTORY 881112	UITED DUE TO AN OY WAS FOUND BETWEEN STILLWELL ASSEMBLY	E THE USE OF OVERS	
DIF DATA SOURCE PART NUMBER	UTP-8LT 69-61120-3	TER SLT VIBRATION. SE DUPLICATEDURE COULD NUT BE YI	UTP-8LT 69-61120-3	PROM PIN JSN TO PII IBOLATED BETNEEN RI 4.) A FAILURE IN PLICHT.	UTP-ETT 69-61120-3	CHIB FOUND ON ONE BL	ITION WOULD NOT AFFE	FAR 60-43220-3	CCTOR WAS OPEN CIRCI FOLERANCE, THE OPEN L USED TO TEST THE	CHECKED TO PRECLUD	
TEST/REPORT HUMBER FAILED COMPONENT NAME	GOCCASELS CONTROL UNIT ASSEMBLY-DAD	TAILURE MODE-INTERMITTENT OPEN CIRCUIT FROM JSN TO JAA AFTER SLT VIBRATION. COMDITION APPEARED TO BE BETMEEN JSN AND TERMINAL 14 OF RELAT K1 BUT DISSAPPEARED AND COULD NOT BE DUPLICATED. CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN BECAUSE PAILURE COULD NUT BE VERIFIED.	88C438E-1 CONTROL UNIT ABSEMBLY-OKO	FAILURE MODE-ERRATIC OPERATION-INTERNITTENT OPEN CIRCUIT FROM PIN JSN TO PIN JAA WAS DISCOVERED DURING SLT POST VIB RATION TEST BY SMAKING THE SPECIMEN. THE (PEN CIRCUIT WAS IBOLATED BETMEEN RELAY KI TERNINAL 14 AND PIN JSN. EXACT C AUSE COULD NOT BE DETERNINED AFTER EXTENSIVE INVENTIGATION.	CORRECTIVE ACTION-NOME-THIS ANGMALY WOULD NOT HAVE CAUSED	69C4382.1 CONTROL UNIT ASSEMBLY-GAO	DINEHSIONAL OUT-OF-TOLERANCE MEASURENENTS FOUND ON ONE SPECIMEN AND ONE ON THE OTHER.	CORRECTIVE ACTION-THIS DIMENSIONAL OUT-OF-TOLERANCE CONDITION WOULD NOT AFFECT PERFORMANCE, QUALITY CONTROL DIRECTE	BLV-AB-ED-3060-F HARNESS COMMECTOR	FAILURE MODE-ELECTRICAL OPEN. THE STILLMELL HARMESS CONNECTOR MAS OPEN THE OTHER IZ PINS IN THE HARMENS COMMECTOR WERE OUT OF TOLERANCE. THE OY THE PRODUCTION AREA REVEALED OVERSIZED MALE PINS NERE USED TO TEST SPREADING OF THE BLOTTED FEMALE PINS.	REGUESTLD THAT THE TESTIME FIXTURES BE CHECKED TO PRECLUDE THE USE OF OVERSIZED MALE PINS IN TEST SACMOLIES: (REF RAR BLV-AD-ED-1889).	
SYSTEM SUB-SYSTEM	ELECTRICAL-A/B POWER DISTRIBUTION	ATLURE MODE-INTERNITTEN D TERNINAL 14 OF RELAY K1 CORRECTIVE ACTION-NO COR	TLECTRICAL-A/B POMER DISTRIBUTION	FAILURE HODE-ERRATIC OPERATION TEST BY SHAKING THAN AUSE COULD NOT BE DETERMI	CORRECTIVE ACTION-NOME-T	ELECTRICAL-A/B	FAILURE MODE-THREE DINEN	CORRECTIVE ACTION-THIS D D TO TAKE ACTION TO ASSUR	RLEGTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-ELECTRICAL (THE OTHER IZ PINS IN THE K OF THE PRODUCTION AREA (D SPREADING OF THE BLOTTE)	CORRECTIVE ACTION-RESUESTLD ING THE STILLMELL ASSEMBLIES.	

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ECHICAL-AGE SECRECAL-AGE SECREC		OIFFICULTER BEVIEW LL		HICLE	\$17E	PRI	NOOR NAME	
FAILURE WOCK-VAIR CONTRIBUTION AND CONTRIBUTION OF ALL WAS APPROVED BELLOWER ANALYST PRINCE. INVESTIGATION OF THE TAULT IS UNKNOWN. SANIER STREET-LOWINGH. WASHING CTCC-LOWN. SANIER STREET CTCC-LOWN. SANIER STREET CATCC-LOWN. SANIER STREET STREET CATCC-LOWN. SANIER STREET STREET CATCC-LOWN. SANIER STREET STREET CATCC-LOWN. SANIER SANIER CATCC-LOWN. SANIER CATCC-LOWN. SANIER SANIER CATCCC	SYSTEM SUG-575TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE		11ME 01F	OTH VE	DOR PART NO	
FALLURE WORT-FALL DURING OFFERTION. AT COMMIT SIDE A 120 WIC PAULT WAS APPRAINT ON THE FAULT IS UNKNOWN. WENICLE GFECT-WONDOW. COMMECTIVE ACTION-THE CENCULT BREAKER HAD TRIPRED. THE CAUBE OF THE FAULT IS UNKNOWN. WENICLE GFECT-WONDOW. COMMECTIVE ACTION-THE CENCULT BREAKER WAS RE-MIT. COMMECTIVE ACTION-THE CENCULT BREAKER WAS RE-MIT. COMMECTIVE ACTION-THE TESTED LESS THAN AD DO OF ATTENNATION FOR FRESHENCHES WELLINGS FOR THE SIDES THAN 50 W.C. DURING ENI TEST COMMECTIVE ACTION-THEORY WAS THE THE THE COMMITTEN TO COMMED THE SIDES THAN 50 W.C. DURING ENI TEST COMMECTIVE ACTION-THEORY DESCRIPTION TO ASSET THAT THE COMMITTEN THE DRAWING WALLD NOT ASSET THE COMMED THE SIDES THAT THE COMMED THE SIDES THAT THE COMMENT THAT COMMED NOT AFFECT THE PRINCIPLE AND ACTION. DIRECT COMMECTIVE ACTION-THEORY DESCRIPTION TO ASSET THAT THE COMMITTEN THE DIRECTIVE ACTION TO ASSET THAT THE THAT THIS TIPE DIRECTIVE THAT WAS THAT THIS TIPE DIRECTFORM FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECT TO THE DRAWING. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHISD HITM RIPRECTIVE ACTION-THE THIS TIPE DIRECTFORM. FAILURE WOSE-UNINNE OF ALM AND DIE WAR RYTHING ASSAURT TO ASSAURE THAT THIS TIPE DIRECTFORM. FAILURE WOSE-UNINNE OF ALM AND DIE WORTH AND THE PROPERTY OF ASSAURT THAT THIS TIPE DIRECTFORM. FAILURE WOSE-UNINNE OF ALM AND DIE WORTH AND THE PROPERTY OF ASSAURT THE THIS THE DIRECTFORM.	LECTRICAL-A/B	A1-4MD-0E-20G CIRCUITBREAKER	COMPOST TE-FRD/DPL	200D 851112	¥	2		
STREET STREET - NOW CHECKLY BREAKER WAS RE-RET. COMMECTIVE ACTION-THE CIRCUIT BREAKER WAS RE-RET. COMMECTIVE ACTION-THE CIRCUIT BREAKER WAS RE-RET. COMMECTIVE ACTION-THE CIRCUIT BREAKER WAS RE-RETRICAL ONE, DISTRIBUTION FAILURE HODE-FILTER TESTED LESS THAN AD DB OF ATTENANTION FOR FRENCHIES GREATER THAN SO HC. DURING END TEST FAILURE HODE-FILTER TESTED LESS THAN AD DB OF ATTENANTION FOR FRENCHIES GREATER THAN SO HC. DURING END TEST FAILURE HODE-FILTER TESTED LESS THAN AD DB OF ATTENANTION FOR FRENCHIES GREATER THAN SO HC. DURING END TEST FAILURE HODE-DIRECTIVE ACTION-TO ASSURE I AKES VIEW SPEC. 4.38 -CM- 0.03 ACTUAL 4.425 PECC 0.80 -CM- 0.03 ACTUAL 0.800 TRAILURE HODE-DIRECTIVE ACTION-TO ASSURE THAT THE CONDITION DOES NOT RECKCURS. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING. FAILURE HODE-WINNE OF 11A AND 11C WARE REVENEED WITH RESPECT TO THE DRAWING THAT THIS THE DISCREPENT DOES COMMECTIVE ACTION-THE PROPERTY THAT THE DISCREPENT DOES FAILURE HODE-WINNED WAS THAT THE DRAWING THAT THE DISCREPENT DOES FAILURE HODE-WINNED WAS THAT THE DISCREPANT DOES FAILURE HODE-WINNED WAS THAT THE DISCREPENT DOES FAILURE HODE-WINNED WAS THAT THE DISCREPANT DOES FAILURE HORSE THAT THE DISCREPANT DOES FAILURE HORSE THAT THE DISCREPANT DOES FAILURE H	FAILURE MODE-FAIL DUR 16ATIOM REVEALED THAT	IING OPERATION. AT COMMIT STOP A 120 A CIRCUIT BREAKEN HAD TRIPPED. THE C	WIC FAULT WAS AFPAREN	T ON THE UNKNOWN.	A LWCH AN	ALYBT P.	AMEL. IMMEST	
CORRECTIVE ACTION—THE CIRCUIT BREAKEN WAS RE-ART. CORRECTIVE ACTION—THE CIRCUIT BREAKEN WAS RE-ART. CORRECTIVE ACTION—THE TESTED LESS THAN AG DO OF ATTENANTION FOR FREQUENCIES GREATER THAN SO WC. DURING ENI TEST FAILURE HODE—FILTER TESTED LESS THAN AG DO OF ATTENANTION FOR FREQUENCIES GREATER THAN SO WC. DURING ENI TEST FAILURE HODE—FILTER TESTED LESS THAN AG DO OF ATTENANTION FOR FREQUENCIES GREATER THAN SO WC. DURING ENI TEST COCRECTIVE ACTION—THOSE TOWN THE CREATER TO COMPANY. BECCTRICAL—AG STATE ASSENTED TOWN THE TESTED OF THE WASHE CONTROL DIRECT CORRECTIVE ACTION—TO SHEET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE COORDITION DOES NOT RECOGNET. FAILURE MODE—OLDS ACTION TO ASSET THAT THE CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TITE DIRECTPERT DOES CORRECTIVE ACTION—OLDS ACTION OF ASSET THAT THIS TITE DIRECTPERT DOES ACTION OF ASSET THAT THE THAT THIS TITE DIRECTPERT DOES ACTION OF ASSET THAT THE THAT THE THAT THE TITE DIRECTPERT DOES ACTION OF ASSET THAT THE TOWN OF ASSET THAT THE THAT THAT	SYSTEM EFFECT-UNKINDAM	٠						
COMPACTIVE ACTION—THE CIRCUIT BREAKER WAS RE-RE'. UITP-QUAL/PPT 651103 GO/C YES COMPACTIVE ACTION—THE TESTED LESS THAN 40 DB OF ATTENNATION FOR PREDEMCIES GREATER THAN 50 MC, DURING EN) TEST FAILURE MODE-FILTER TESTED LESS THAN 40 DB OF ATTENNATION FOR PREDEMCIES GREATER THAN 50 MC, DURING EN) TEST COMPACTIVE ACTION—THEORY TESTED LESS THAN 40 DB OF ATTENNATION FOR PREDEMCIES GREATER THAN 50 MC, DURING EN) TEST COMPACTIVE ACTION—THEORY TESTED LESS THAN 40 DB OF ATTENNATION FOR PREDEMCIES GREATER THAN 50 MC, DURING EN) TEST COMPACTIVE ACTION—THEORY TESTED LESS THAN 40 DB OF ATTENNATION FOR SHOT FREE THAN 50 MC, DURING EN) TEST FERFORMANCE GO/C GO-GO/C TO COMPACTION TO ASSURE THAT THE CONTION DOCS NOT REOCCINFO. COMPACTIVE ACTION—THEORY DEPENDENCY DAY THAN ASSURED THAT THE DISABING BUILD THAT THIS TITE DISABRENCY DOCS ACTION—THE PARTITION OF SIA AND SIC MER NEYTHED WITH RISHER TO ASSURE THAT THIS TITE DISABRENCY DOCS ACTION—THE DOCS AND ASSURE THAT THIS TITE DISABRENCY DOCS ACTION—THAT RESERVENCY DOCS ACTION—THAT THAT THIS TITE DISABRENCY DOCS ACTION—THAT RECORDS.	VEHICLE EFFECT-NOVE.							
LICCTRICAL-AGE TITER ASSEMBLY ELECTRICAL ONE NOTE TILER WOOD TO ATTEMATION FOR FREQUENCIES GREATER THAN SO W., DURING ENI TEST FAILURE WOOD FILTER TESTED LESS THAN AG DG OF ATTEMATION FOR FREQUENCIES GREATER THAN SO W., DURING ENI TEST CORRECTIVE ACTION-ISSAETRIC DRAWING CREATER TO CONTROL THE INTERNAL MARKELS GEORETRY. EXISTING MANDWARE SURVEID ANY COGRECTIVE ACTION-INCRE DER NEW ISSAETRIC DRAWING. D. NEW PARROWINE WIRD PER NEW ISSAETRIC DRAWING. FAILURE WOOD OF TOLERANCE I ALIS VIEW SPEC. 4.38 +OR - 0.03 ACTUAL 4.425 THEC 0.40 +OR - 0.03 ACTUAL 0.75 FORECTIVE ACTION-INCRE DEMENSIONAL DATA-F-TOLERANCE COMMITTIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT CORRECTIVE ACTION-INCRED DEMENSIONAL DATA-F-TOLERANCE COMMITTIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT FAILURE WOOD - WIRING OF ALIA AND ALIC MERE REVENUED WITH RISPECT TO THE DRAWING. FAILURE WOOD - WIRING OF ALIA AND ALIC MERE REVENUED WITH RISPECT TO THE DRAWING. FAILURE WOOD - WIRING OF ALIA AND BULLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TIPE DISCRETENCY DOES CORRECTIVE ACTION-QUALITY ASSURANCE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TIPE DISCRETENCY DOES CORRECTIVE ACTION-QUALITY ASSURANCE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TIPE DISCRETENCY DOES CORRECTIVE ACTION-QUALITY ASSURANCE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TIPE DISCRETENCY DOES CORRECTIVE ACTION-QUALITY ASSURANCE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS THE DISCRETENCY DOES CORRECTIVE ACTION-OFFICE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS THE DISCRETENCY DOES CORRECTIVE ACTION-OFFICE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS THE DISCRETENCY DOES CORRECTIVE ACTION-OFFICE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS THE DISCRETENCY DOES CORRECTIVE ACTION-OFFICE ASSURANCE AND RUBLITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS THE DISCRETENCY DOES CORRECTIVE ACTION-OFFICE ASSURANCE AND RUBLITY CONTROL DIRECTIVES ISSU	CORRECTIVE ACTION-THE	E CIRCUIT BREAKER WAS RE-SET.	الكافة والتحديث السياحة من والمعاومة ويواقي المساورة والتحديدة والمارية والمعاومة والمعاومة والمراوية والم	***************************************	,,,,,	1)/C	******
CORRECTIVE ACTION-190ACTRIC DRAWING CREATED TO CONTROL. THE INTERNAL MANNEUS GEORGIAY, EXISTING MANDMARE SURVETED AN CORRECTIVE ACTION-190ACTRIC DRAWING. D. NEW PARDMARE WARD PER NEW 190ACTRIC DRAWING. PRILIES ASSERVED TO CONTROL OF TOLERANCE CANJILONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT TO TAKE CORRECTIVE ACTION TO ASSER THAT THE CORTION DOES NOT RECOCCURE. ELECTRICAL-A/S FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED MITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED MITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE THE REVENSED WITH RISPECT TO THE DRAWING THAT THIS TITE DISCREPENCY DOES TO THE DRAWING. FAILURE MODE-WINING OF JAR AND JAC WERE THE REVENSED WITH RISPECT TO THE DRAWING THAT THIS TITE DISCREPENCY DOES TO THE DRAWING THAT THE THAT THE THAT THE DRAWING THAT THE THAT THE DRAWING THAT THE THAT T	11 ON	GOCA678 FILTER ASSEMBLY ELECTRICAL	UTF-BUAL/8PT 68-61078-1	631103	3	ž Ž	<u>.</u>	
CORRECTIVE ACTION-ISOMETRIC DRAWING CREATED TO CONTROL THE INTERNAL MARNELS GEOMETRY. EXISTING MARDWARE SURVEED AN O NEW PARDMARE MIRED FOR NEW ISOMETRIC DRAWING. LECTRICAL-A-A FAILURE WORE-DIEMBINGS FILTER ASSERDLY ELECTRICAL CORRECTIVE ACTION-THESE DEPENDICAL DUT-2F-TOLERANCE CONJITIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT CORRECTIVE ACTION-THESE DEPENDICALAL DUT-2F-TOLERANCE CONJITIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT CORRECTIVE ACTION-THESE DEPENDICALAL DUT-2F-TOLERANCE CONJITIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT ELECTRICAL-A-A-B FAILURE MODE-MIRING OF JIA AND JIC MENR REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-MIRING OF JIA AND JIC MENR REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MENR REVENSED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MENR REVENSED WITH RISPECT TO THE DRAWING.	2	TESTED LESS THAN AG DØ OF ATTERNATIO	N FOR FREQUENCIES GRE	ATER THAN	50 MC. 0	3 34180	1831	
ELECTRICAL-A/R FELCET AND MEN HE WAS SECURED AND ALTERNICAL 69-61079-1 FAILURE HODE-DIMENSIONS OUT-OF-TOLERANCE I ANIS VIEW SPEC. 4.38 +CR- 0.03 ACTUAL 4.429 1PEC 0.00 +CR- 0.03 ACTUAL 0.750 SPEC 0.38 +CR- 0.03 ACTUAL 0.429 1PEC 0.00 +CR- 0.03 ACTUAL 0.01-07-10LERANCE COMMITTON NOT PRECED PERFORMANCE QUALITY CONTROL DIRECT CORRECTIVE ACTION TO ASURE THAT THE CONDITION DOES NOT REOCCURE. LO TO TAKE CORRECTIVE ACTION TO ASURE THAT THE CONDITION DOES NOT PROCCURE. LO TO TAKE CORRECTIVE ACTION TO ASURE THAT THE CONDITION DOES NOT PROCCURE. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC MEN REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC WENE REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC WENE REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC WENE REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC WENE REVENEED WITH RISPECT TO THE DRAWING. FAILURE MODE-WIRING OF JIA AND JIC WENE REVENEED WITH RISPECT TO THE DRAWING THAT THIS TIPE DISCREPENCY DOES TO THE COCCUM.	CORRECTIVE ACTION-19	SCHETRIC DRAWING CREATED TO CONTROL 1	HE INTERNAL HARNEUS	EONETRY.	CX1871M6	HARDIAR	E SURVEYED AN	
FAILURE MODE-DIMENSIONS OUT-OF-TOLERANCE E AXIS VIEW SPEI: 4.38 +OR- D.D3 ACTUAL 4.425 TPEC D.80 +OR- G.G3 ACTUAL G. 750 SPEC D.36 +OR- G.D3 ACTUAL G.880. CORRECTIVE ACTION-THESE DEPENDIONAL DUT-OF-TOLERANCE CONJITIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECT CORRECTIVE ACTION-THESE DEPENDIONAL DUT-OF-TOLERANCE CONJITIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL DIRECTIVES 183 URB SPECT TO THE DRAWING. FILTER ASSEMBLY ELECTRICAL FALLURE MODE-WIRING OF 31A AND 31C MERE REVERSED WITH RISPECT TO THE DRAWING. FALLURE WOOF-WIRING OF 31A AND 31C MERE NEVERSED WITH RISPECT TO THE DRAWING. FALLURE WOOF-WIRING OF 31A AND 31C MERE NEVERSED WITH RISPECT TO THE DRAWING. FALLURE WOOF-WIRING OF 31A AND 31C MERE REVERSED WITH RISPECT TO THE DRAWING. FALLURE WOOF-WIRING OF 31A AND 31C MERE REVENSED WITH RISPECT TO THE DRAWING.	D NEW HARDWARE WIRED ELECTRICAL-A/B	69C4679 69CTRICAL	UTP-QUAL/PPT 89-61079-1	891021		ů,	0/C 19-61075-1	****
CORRECTIVE ACTION-THESE DEMENSIONAL DUT-2F-TOLERANCE CONJITIONS WOULD NOT AFFECT PERFORMANCE QUALITY CONTROL, DIRECT ED TO TAKE CORRECTIVE ACTION TO ASURE THAT THE CONDITION DOES NOT REOCCURA. ELECTRICAL-A/B 69-61075-1 69-61075-1 69-61075-1 FAILURE MODE-WIRING OF JIA AND JIC MENE REVENSED WITH RISPECT TO THE DRAWING. CORRECTIVE ACTION-QUALITY ASSURANCE AND QUALITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TYPE DISCREPENCY DOES NOT REOCCUR.	ធិ :	IONS OUT-OF-TOLERANCE E AKIS VIEM SP.	EL 4.38 +OR- 0.03 ACT	UAL 4.425	1PEC 0.0	5	1.05 ACTUAL O	
ED TO TAKE CORRECTIVE ACTION TO ASURE THAT THE CURLITION ELECTRICAL-A/B FILTER ASSEMBLY ELECTRICAL OUTP-QUAL/FIFT 69:00:1 O	T-90 STOR BY TO BORD	HESE DEPENSIONAL DUT-SE-TOLERANCE CO	PASSTICHS WOULD NOT AP POURS NOT REDUCHER.	FECT PERF	RHANCE 9	VAL 1 TY	CONTROL DIREC	-1
ELECTRICAL-A/B 6964615 FILTER ASSENBLY ELECTRICAL 69-61079-1 FAILURE MODE-MIRING OF JIA AND JIC MENE REVERSED WITH RESPECT TO THE DRAWING. CORRECTIVE ACTION-QUALITY ASSURANCE AND QUALITY CONTROL DIRECTIVES ISSUED TO ADSUME THAT THIS TYPE DISCREPS AND REOCCUM.	ED TO TAKE CORRECTIV	A ACTION TO ASURE THAT THE CONTINUE	HF-GIML/FFT	120169	3/33	4E8	3/09	
FAILURE MODE-WIRING OF JIA AND JIC MERE REVERSED WITH RISPECT TO THE DRAWING. CORRECTIVE ACTION-QUALITY ASSURANCE AND QUALITY CONTROL DIRECTIVES ISSUED TO ADSURE THAT THIS TYPE DISCREP! HOT REOCCUM.	ELECTRICAL-A/B POMER DISTRIBUTION	69C4675 FILTER ABSENBLY ELECTRICAL	1-61019-69			2		
CORRECTIVE ACTION-QUALITY ASSURANCE AND QUALITY CONTROL DIRECTIVES ISSUED TO ASSURE THAT THIS TIPE DISCREP!	FAILURE MODE-WIRING	G OF 11A AND JIC WENE REVENSED WITH I	RESPECT TO THE DRAWIN	š				
	CORRECTIVE ACTION-	QUALITY ASSURANCE AND QUALITY CONTRO	L DIRECTIVES ISSUED T	O ASSUME 1	HAT THIS	0 3444	ISCREPENCY DO	a 1
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GENERAL DYNAMICS CONYAIR DIVISION

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William Services	FAILED CONFORENT NAME	PART NUMBER	DATE DIF TIME DIF	DIF OTH VENDO	R PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	89C4362 COMTROL BOX-PYRUTECHNIC-OAO	UTP-PR1 69-61120-5	651014 60/C	YES 60/C NO		00250
FAILURE HODE-OUT OF OUTS AND HOUNTING HOL	OF TOLERANCE. DURING EXMINATION OF PRODUCT, THE DIMENSIONS LOCATING TWO OF THE COMMECTOR HOLE CUT HOLE PATTERN WERE OUT OF TOLERANCE.	DUCT, THE DIMENATONS I	OCATING TWO OF	THE CONNECTOR	HOLE CUT	
CISRECTIVE ACTION-BO ZWIE OF THIS PROBLEN.	CINECTIVE ACTION-BOTH QUALITY ASSURANCE AND INSPECTION WERE INSTRUCTED TO TAKE APPROPIATE ACTION TO PREVENT RECURR.	WERE INSTRUCTED TO TAI	E APPROPIATE AC	TION TO PREVE	NT RECURA	
ELECTRICAL-A/B POLE CISTRIBUTION	69C438E CONTROL UNIT ASSEMBLY-DAO	UTP-SLT 69-61123-3	651014	YES 60/C		980K34
FAILURE MODE-THREE D	DIMENSIONAL OUT-OF-TOLERANCE HEASURENENTS FOUND ON ONE SPECIMEN AND TWO FOUND ON ANOTHER,	ENTS FOUND ON ONE SPEC	CHEN AND TWO FO	UND ON ANOTHE	٠	
CORPECTIVE ACTION-TH	CORFECTIVE ACTION-THIS DIMENSIONAL CUT-OF-TOLERANCE CONDITION WOULD HOT AFFECT MERFORMANCE GUALITY CONTROL	IIIION WOULD HOT AFFECT	PERFORMANCE GU	ALITY CONTROL	DIRECTED	
ELICTRICAL-A/B POJER DISTRIBUTION	3LV-99-20-3056-F PRCDE 100 PERCENT LOE	FAR 60-43226-3	451007 FACTORY	RY YES GOC NO 69-43226-3	2.0-3	36 8 0 8 8 E
FAILURE MODE-ELECTRI EM CIRCUIT, INVESTIGA EMENT DUE TO APPLICAT ING FAROR IN THE \$UST	FAILURE MODE-ELECTRICAL OPEN, RESISTANCI CHECK OF THE A-SECTION OF THE 100 PERCENT LEYEL TRANSDUCER INDICATED AN OPEN CITY OF THE STRUCT INVESTIGATION DISCLOSED FAILIRE OF THE ASSEMBLY WAS DUE TO A YAMBIZED 100 PERCENT A-SECTION PLATINUM ELEMENT DUE TO APPLICATION OF 115 YOLT 60 CYCLE POWEN DIRECTLY AGROSS THE ELEMENT, THIS CONDITION EXISTED DUE TO A WIN TWE FAROR IN THE SUSTAINER AND YERHER PHOPULSION ELECTRICAL CHECKOUT PANEL.	SECTION OF THE 100 PER LLY WAS DUE TO A YAPORI LILY ACROSS THE ELEMENI CAL CHECKOUT PAMEL.	ICENT LEVEL TRAN ZED 100 PCRCENT . THIB CONDITION	SDUCER INDICATOR PLANTED DUE	ED AN OF ITINUM EL TO A MIN	
CORRECTIVE ACTION-DE	CORRECTIVE ACTION-DESIGH GROUP RESUESTED TO REVIEW DESIGN OF ELECTRICAL CHECKOUT PANEL AND MAKE CHANGES TO ELIMINAT E THE CONDITIONS RESPONSIBLE FOR THE PAILURE OF BEVEN STILLMELL ASSEMBLIES. IN RESPONSE CIC 28338-333-1 MAS ISSUED.	M OF CLECTRICAL CHECKE LLWELL ABBEMBLIEB, IN	MI PAHEL AND MA	KE CHANGER 10	ELININAT 1850ED.	
ELECTRICAL-A/B POACH DISTRIBUTION	5LV-19-14-245P HAPPE 59	FAR 89-62802-1	SSLDOS FACTORY	NY YES 40/C		***
FAILURE MODE-ELECTRE	RICAL OPEN CIRCUIT BITHEEN PING (A) AND (B) "ACM INFROFEN INTERNAL COMMECTIONS.	D (8) "ACH IMPROPER IN	ITERHAL COMMECTIO	**		
CORRECTIVE ACTION-RAI	CORRECTIVE ACTION-RAR BLY-88-14-1878 REWESTING THE REVIEW OF PLAIMING CARD WIRING TECHNIGUES, AND IN PROCESS INSPE Tion,	EM OF PLANNING CARD WI	RING TECHNIQUES	. AND IN PROCE	Jack 1 457	
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CONVAIR DIVISION

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STOTEM SUB-STOTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	PRI VENDOR MANE OTH VENDOR PART NO	
ELECTRICAL-A/B	SSC4347.1 CONTROL BOX-PTROTECHNIC	UTP-QUAL/FFT 69-61070-1	450817 60/C	YE8 60/C NO	•••
FAILURE HODE-OUT OF SI FREQUENCY RAINCE OF 0.1.	OF SPECIFICATION. DURING EMI TESTING BOTH THE COMDUCTED AND RADIATED INTERFERENCE OVER THE ENTIRE 0.15 MC TO 25.0 HC EXCEEDED MIL-I-2000 SPECIFICATION.	THE COMDUCTED AND PECIFICATION.	IADIATED INTERFEREN	CE OVER THE ENTIRE	
CORRECTIVE ACTION-REG 7000-67.)	ACTION-REQUEST FOR EMI DEVIATION ABAINST MIL-I-20600 IS BEING PREPARED FOR CUSTOMER SUBMITTAL. (REF. ECP	SECO IS BEING PAEP	IRED FOR CUSTOMER S	UBHITTAL, (REF. ECP	-
ELECTRICAL-A/B	3LV-A9-24-5030 Harike33	FAR 81-53900-639	650910 FACTORY	YES CANHON NO KPT6FS-4811	*****
FAILURE MODE-SHORT (E) SHORTED TOGETHER DUE % BY VENDOR INSTEAD OF	FAILURE MODE-SHORT (ELECTRICAL). DURING FACTORY ELECTRICAL TEBTS A COMMECTOR PLUG WAS FOUND TO HAVE ALL THREE WIRES SHORTED TOGETHER DUE TO EXCESSIVE TIGHTHING OF THE COMMECTOR BACKSHELL BECAUSE OF INCORPORATION OF PLASTIC FERRULES BY VENDOR INSTEAD OF ALUMINAM-ALLOY FERRULES WHICH LIMIT THE ANOUNT OF TIGHTENING.	TESTS A COMMECTOR (OR BACKSHELL BECAU! HE AMOUNT OF TIGHT!	PLUG WAS FOUND TO H SE OF INCORPORATION CHING.	AVE ALL THREE WIRES OF PLASTIC FEARULE	
CORPECTIVE ACTION-PLA	COFECTIVE ACTION-PLASTIC FERRUE TYPE COMMECTORS WENE DECLARED INACTIVE FOR DESIGN IN POTTED APPLICATIONS. DESIGN ACTION REQUESTED TO PUT EPOXY ON ALL BACKSHELLS TO PREVENT WOVEHENT OF BACKSHELLS AFTER ASSEMBLY OF MARNESS.	ARED INACTIVE FOR I	SESIGN IN POTTED AP	PLICATIONS, DESIGN OF HARNESS,	
ELECTRICAL-A/B	SLV-99-14-241P PYROTECHNIC CONTROL UNIT ABSEMBLY	FAR 69-61120-3	610900 FACTORY	YES 40/C NO	13024
FAILURE MODE-OUT OF B	OF SPECIFICATION, DURING PRT TESTING UNIT MAS OUT OF SPECIFICATION.	MAS OUT OF SPECIFIC	A110M.		
ALITY CONTROL.	CORECTIVE ACTION-MAR BLY-99-14-39-4 RECOMMENDING REVISION OF SPECIFICATION. REDESIVE AND INTROCED PRINCIPLE SO	d steerings of	teresion and influence		
ELECTRICAL-A/B POWER DISTRIBUTION	6964287-1 CONTROL BOX PYROTECHIAIC ONO	UTP-QUAL/FPT 89-61:20-9	650430 6070	NO 60/C	
FAILURE MODE-OUT OF SIN 360 AMPS ALTHOUGH TINES SAFROR 19 DRAWING 7 (PLUS) E (MI	FAILURE MODE-OUT OF SPECIFICATION. DURING EACH PROOF CYCLE, A OR B OF THE PPT, THE TOTAL OUTPUT CURRENT MAS LESS TH AN SGO AHES ALTHOUGH THE IMPUT VOLTAGE FROM 12A PLUS TO JEG MINUS MAS ALMAYS 17.5 PLUS OR MINUS 1.5 YOC AND EACH LOAD D RESISTANCE VAS 2.03 PILUS OR MINUS 0.10 OWNS. THE REQUEREMENT IS TO DELIVER 350 AMPS TO SE EXTERNAL RESISTIVE LOADS DRAWING 7 (PLUS) E (MINUS) 1 AND EACH, MITH A 17.5 (PLUS) OR (MINUS) 1.5 YOC.	A OR B OF THE PPT. MINUS WAS ALWAYS 11 NY 18 TO DELIVER 35 OR (MINUS) 1.5 VDC	THE TOTAL CUTPUT	CURRENT WAS LESS TH .5 YOC AND EACH LOS NAL RESISTIVE LOADS	
CORRECTIVE ACTION-THE COMPONENT SPECIFIC E VALVES SO FHAT THEY MAY BE ADJUSTED TO TEST SETUP REQUIREMENTS AND NOT THE TEST	COARECTIVE ACTION-THE COMPONENT SPECIFICATION 68-06312 WAS REVISED TO ALLOW A WIDER TOLERANCE ON THE LOAD RESISTANC E valves so that they may be adjusted to draw the Reguired T (Plus) & (Minus) 1 ammeres. This discrepancy is of the Test setup trautrements and not the Test specimen.	PEVISED TO ALLOW A (PLUS) E (MINUS) 1	WIDER TOLERANCE ON AMPEREN. THIN DIS	THE LOAD RESIBTANC CREPANCY IS OF THE	,
				PAGE DOSS	

GENERAL MAICS
CONVAIR MISION

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PAT VENDOR NAME OTH VENDOR PART NO	3/05	D BROADBAND AND SPEC. AT 8 MEGA URS CALY CHCE P ARA. 1.1.2 SHOR	YES CONVAIR	H B, AND GROUND	EASURED 20,000 RECTIVE ACTION	YES 60/C NO	RATED AT 10 AM	D.S ONHS FOR FIR TO PIN	3/09	UIT WAS DISCOVE	PASE COBA
BITE TIME DIF	OH 3/03	D AND RADIATE 6 3208 ABOVE 6 3208 ABOVE 8EC.) AND OCC 1L-1-28800 (P		CTOM P604, P1	STANCE PATH H ARD OVER. COR	YES	PIN JIF TO JA HE RELAYD ARE	T OF 0.8 OHHS	60/c 753 45	AN OPEN SIRE OSEN, THE MAT ODB),	
VEHICLE DATE DIF	129068	THE CONDUCTES RSI CASE BEIN ED. ESS THAN D.5:	7110 650625	CTRICAL COME	THE LOW RESI NG.NE TO GO H -3879.	650919	18TANCE FROM 11 CONTACTS ON 11 887.	PIH CONTINUIT	610060	BRATION TEST, OR NAT MAS BR. ISRATION PERT	
DIF DATA SOURCE PART NUMBER	69-61120-8	A MIL-I-268DD BOTH LES TESTED, THE WO GAMENTZ FOR RADIATI SHORT DURATION (LI	FAR 69-61602-901	IT WAS BETWEEN ELE	COMFIRMED. HOMEVER E CAUSED VERNIER E D IN RAR SLV-90-14	UTP-QUAL/PPT 69-61120-3	ATION TEST THE PES LED THE AUXILIARY NTB /500 NA. OR LE.	O TO ALLOW PIN TO	UTP-QUAL/PP1 69-61120-3	E, ALTITUDE AND VII THE LEAD TO REBIES 3 BY THE UNIT IS V	
TEST/REPORT NUMBER FAILED COMPONENT NAME	69C4E67.1 CONTROL BOX PYROTECHNIC ONO	FAILURE MODE-OUT OF SPECIFICATION, DURING EMI TESTING PER MIL-I-268DD BOTH THE COMDUCTED AND RADIATED BROADBAND AND PULSE CM INTERFERENCES OVER THE NAJORITY OF THE FREQUENCIES TESTED, THE WORST CASE BEING 32DB ABOVE SPEC. AT 8 MEGALERIZ FOR COMDUCTED, AND 27DB ABOVE SPEC. AT 10 AND 40 MEGANERIZ FOR RADIATED. CONRECTIVE ACTION-SINCE THE INTERFERENCE GENERATED IS OF SHORT DUNINTION (LESS THAN D.S SEC.) AND OCCURS ONLY ONCE PARCHAL OPERATION FERION, CONVAIR REQUESTED OF NASA TO AUTHORIZE A DEVIATION AGAINST MIL-1-288DD (PARA, 1.1.2 SHOR	SLV-90-14-240F FAR 69-61602-901 650625 WTR FAR 63-2-328).	FAILUKE HOES-EXTERNAL SHORT, AN INTERNITENT SHORT CIRCUIT WAS BETWEEN ELECTRICAL COMMECTOR P604, PIN B, AND GROUMD. The short was less than one oh, resistance to groumd.	THE LOW RESISSANCE OF ONE OHM MAS NOT COMFIRMED. HOWEVER THE LOW RESISSANCE PAIM MEASURED 20,000 ER SOLUTION TESTING AND WOULD NOT HAVE CAUSED VERNIER ENGINE TO GO HARD OVEH. CORRECTIVE ACTION IN COMPOUND NOT ADHERING IS DOCUMENTED IN RAR SLV-80-14-3875.	69C4287.1 CONTROL BOX PYROTECHNIC CAO	SPECIFICATION, FOLLOWING THE ACCELERATION TEST THE PESISTANCE FROM PIN 11F TO 148 WAS MEASUMED BE LESS THAN 0.1 OMHS/ RESEARCH REVEALED THE AUXILIARY CONTACTS ON THE RELAYS ARE RATED AT 10 AN ID TO SWITCH COMPARITIVELY SMALL CURRENTS /500 NA. OR LESS/.	CORRECTIVE ACTION-THE COMPONENT SPECIFICATION WAS REVISED TO ALLOW PIN TO PIH CONTINUITY OF CIRCUITS PASSING THROUGH THE AUXILIARY CONTACTS.	69C4E8T.1 CONTROL BOX - PYROTECHNIC ONO	URAL. FOLIOMING THE Z-AXÍB TERPERATURE, ALTITUDE AND VIBRATION TEBT, AN OPEN CIRCUIT WAS DISCOVE Pin 14a, Investigation Revealed that the Lead to rebistor R47 was broken, the rature was due to 'And entended "ibration time subtained by the unit 15 vibration periods).	THE COMMENTAL OF THE COMMENTS
37.51EM 5.65-51.51EM	ELECTRICAL-A/B	<u> </u>	ELECTRICAL-A/B FOAS,R 015TRIBUTION	FAILURE MODE-EXTERNAL S . THE SHORT WAS LESS THA	CCARECTIVE ACTION-THE LOWNER BOWGENING THE POTITING COMEGNING THE POTITING C	ELECTRICAL-A/B POWER DISTRIBUTION	FALLUEE HODE-OUT OF SPE 0.323 OHMS. /SHOUD BE L PB BUT ARE BEING USED TO	CORRECTIVE ACTION-THE C	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE HODE-STRUCTURAL REO FROM DIN JOA TO PIN FATIGUE, WORRNANSHIP AND	

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	CORRECTIVE ACTION-RAR &	CORRECTIVE ACTION-RAR ELV-89-14-3674 WAS (HITINED TO SEEK	, ago	THE QUAL!	TY CONTRO	X AREA.	*02180
	ELECTRICAL-AZE POMER DISTRIBUTION	8964287.1 CONTROL EDX-PTROTECHNIC-OAG	UTP-QUAL/PPT 31-61120-3	9 219059	¥ 3/99	7E\$ 60/C	10140
	FAILUME MODE-FAIL DUBIN DG SGUARE PER CPS, TEMPE ELAY CONTACT CLOSURES, T R THE THRESHOLD LEVEL OF	FAILUME MODE-FAIL DUBING OPERATION, DURING Z-AXIS RANDON ONLY VIBRATION, ALTITUDE, TEMPERATURE TERT, (VIBRATION D.S DG SGUARE PEG CPS, TEMPERATURE 70 DEGREES F. ALTITUDE 1X10 TO THE MINUS 4 MM HG), THE SPECIMEN EXHIBITED MOMENTARY R ELAY CONTACT CLOSURES, THE DURATION OF CLOSURES WERE LONGER THAN 10 MICRO SECONDS, THE DESIGN LEVEL VIBHATION IS NEA R THE THRESHOLD LEVEL OF SUSCEPTIBILITY TO VIBRATION OF THE RELATS IN THE ASSEMBLY.	OMLY VIBRATION, ALTITUDE, TO THE MINUS 4 MM HG1, TI R THAN 10 MICRO SECONDS, E RELATS IN THE ASSEMBLY,	UDE, TEMPER), THE SPEC DS, THE DES BLY,	ATURE TER IMEN EXHI I GN LEVEL	ALTITUDE, TEMPERATURE TERT, (VIBRATION D.S. MH HC), THE SPECIMEN EXMIBITED MOMENTARY R BECOMDS, THE DESIGN LEVEL VIBRATION IS NEA ASSEMBLY.	n & 4 c _b Z
	CORPECTIVE ACTION-CICER E VIDRATION ISOLATION N AM. THE CONTROL UNITS SL	CORPECTIVE ACTION-CICE6531 PROVIDED FOR ADDITION OF VIBRATION ISOLATION MOUNTS TO THE CONTROL UNIT INSTALLATION. TH E VIDRATION ISOLATION MOUNTS WERE INSTALLED WITH THE CONTROL UNITS USED IN THE PRI PORTION OF THE UNIFIED TEST PROGRAM. THE CONTROL UNITS SUCCESSFULLY PASSED THE PRI VIB-TEMP-ALT TEST.	TION ISOLATION MOUNTS OL UNITS USED IN FME.	PRT PORTION	TROL UNIT	INSTALLATION WIFIED TEST P	7 % 00 00
	ELECTRICAL A/B POMEP DISTRIBUTION	69CASAY.1 CONTROL BOX - PTROFECHMIC	UTPGUAL/PPT 69-61070-1	6 5060£	> Z	YES 40/C NO	991811
	FAILURE HODE-OPEN ELECT RE EO DEG F' THE 12ST SF DURING VIDRATION AND CA	N ELECTRICAL. DURING Y-AXIS RANDOM/SINE VIBRATION, TEMPERATURE TEST (PPT LEVEL VIBRATION, TEMPERATU 7231 SPECIMEM EXMIBITED RELAY CONTACT CLOSURES. INVESTIGATION REVEALED THAT A FILIER MUT BACKED OFF AND CAUSED A INTERMITTENT OPEN CIRCUIT.	ibratich, temperature Sures, investigatica	REVEALED TH	LEVEL VIB	VIBRATION, TEMPERATU TLIER NUT BACKED OFF	5 %
	CORRECTIVE ACTION-ECH 4 ION INSPECTION WOALD BE TE ARE ADEQUATE.	CORRECTIVE ACTION-ECH 412021 TO GOZC DRAWING 89-81070 WAS INITIATED TO CALLOUT THE NUT TORGUE VALUE SO THAT PRODUCT ION INSPECTION WOALD BE ESTABLISHED. SURVEY INSTRUCTION SZN 79-69 ISSUED TO INSURE THAT ALL UNITS MANUFACTURED TO DA TE ARE ADEQUATE.	INITIATED TO CALLOUF N 79-65 ISSUED TO IMS	THE NUT TO	ROUE VALUE	E SO THAT PRO	o Da
	ELECTRICAL-AZB	SLV-99-20-3055-F OXIDIZER-LEVEL STILLMELL ABST.	FAR 59-43228-3	7115 F	F.CTORY Y	YES 60/C	*****
	FAILURE MODE-ELECTRICAL ELECTRICALLY OPEN. ALBO	FAILURE MODE-ELECTRICAL OPEN, UMIT MAS REJECTED FOR FAILING FACTORY CONTINUITY TEST. FAILURE MAS CONFIRMED AS BEING Electrically open, also 98 and 1/10 pct sensors were reversed.	NG FACTORY CONTINUITY BED.	TEST. FAIL	0 8 M 3 M	OWTRNED AS B	ž
	CORRECTIVE ACTION-DETAIL	CORRECTIVE ACTION-DETAILS OF ACCEPTANCE TEST FROCEDURE WAS REVISED TO ASSURE PROPER INSTALLITION, DRAWING WAS REVIS D SO AS TO MAKE IDENTIFICATION VISABLE AFTER INSTALTATION OF SENSORS.	S REVISED TO ASSURE POR SENSORS.	ROPER INSTA	LLJ.TTON.	DRAWING WAS R	# - -
	ELECTRICAL-A/B POWER DISTRIBUTION	3LV-99-20-3033-F PROBE 100 PERCENT LOB	447 44-49 44-49	7115 F	FACTORY Y	YES GOC HO 69-43228-3	
8	FAILURE MODE-ELECTRICAL OPEN CIRCUIT, EXAMINATIO VOLTAGE BETWEEN FIMS B A	FAILURE MOCE-ELECTRICAL OPEN, A REBISTANCE CHECK OF THE A-SECTION OF THE 100 PERCENT LEVEL TRANSDUCER INDICATED AN OPEN CIRCUIT, EXANIMATION REVEALED THE PLATIMUM ELEMENT HAD BEEN DESTROYED APPARENTLY DUE TO MISAPPLICATION OF MISH YOLTAGE DETMECH PIMS 3 AND 8 OF THE ASSEMBLY, A.10, THE 103 PERCENT LEVEL AND OVERFILL PROBES MERE REVERSED ON THE S	-ECCTION OF THE 100 P 1 BEEN DESTROYED APPA 2 PERCENT LEVEL AND O	ERCENT LEVE RENTLY DUK VERFILL PRO	L TRANSDU TO MISAPP DES MERE	CER INDICATED	. 4 %

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GENERAL WHICE CONVAIR .. VISION

DIFFICULTIES REVIEW-ELECTRICAL BYSTEM-AIRBORNE

SYSTEM SUG-SYSTEM	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME DIF	# 0 # 7	PRI VENDOR NAME OTH VENDOR PART NO	
TILLWELL ASSEMBLY.]		0\$5044
CORRECTIVE ACTION-REVISED 11Y AFTER ASSEMBLY.	CORFECTIVE ACTION-REVISED ACCEPTANCE TEST PROCEDURE AND DESIGN DRAWING TO RELOCATE PART MARK ON SENSORS FOR VISIBIL.	IGN DRAWING TO RELO	CATE PART	MARK ON	DEN3G	RS FOR VISIBIL	
ELECTRICAL-A/B POMER DISTRIBUTION	3LV-88-£0-3054-F MANDREL	FAR 35-43006-3	\$306£4	PACTOPY	4 Q	5/O 3	
FAILURE MODE-E ECTRICAL : CTRIC SHORT, FAILURE OCCU	FAILURE MODELE ECTRICAL SHORT. DURING PRODUCTION RE-VALUATION TESTING THE LOR MANOMETER DEVELOPED AH APPARENT DIELE CTRIC SHORT, FAILURE OCCURRED MHEN MERCURY UNDER HIGH PRESSURE MAS FORCED INTO TWO SMALL MOLES IN THE DIELECTRIC COA TIMG ON THE LOX MANDREL.	ON TESTING THE LON- TE MAS FORCED INTO	MANOMETER THO SMALL	DEVELOPE! HOLES IN	THE .	DEVELOPED AN APPARENT DIELE HOLES IN THE DIELECTRIC COA	
CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	RECTIVE ACTION TAKEN.						
ELECTRICAL-A/B POWER DISTRIBUTION	31 V-99-20-3034-F Manorel	FAR 35-43006-3	650624	FACTORY	YE3 600	60 c 55-43006-3	990349
FAITURE MODE-ELECTRICAL : NICROSCOPIC IN SECTION REI DOED IN THE DISLECTRIC.	FAI! URG MODE-ELECTRICAL SHORT. DURING ACCELERATION TESTING AT 5 68 THE LOX MANCHER DEVELOPED A DIELECTRIC SHORT. MICROSCOPIC IN PRECTION REVEALED TWO SWALL MOLES IN THE DIELECTRIC COATING. COMDUCTIVE IRON PARTICLES WERE FOUND EMBE DOED IN THE DIELECTRIC.	AT 5 63 THE LOK MAN TRIC COATING. COMD	OMETER DEV UCTIVE IRC	ELOPED A	0161	ECTRIC SHORT. ERE FOUND EMBE	
CORRECTIVE ACTION-IMPROVI 8 TO INDICATE THE FAILED I TED AND RESXAMINED FOR DII	CORRECTIVE ACTION-IMPROVENENTS HAVE BEEN MADE IN MANDREL COATING AND INSPECTION DURING THE PAST YEAR. EVIDENCE SEEN 8 TO INDICATE THE FAILED MANOMETER HAD BEED COATED SEVERAL YEARS AGO. THE MANDREL WILL BE STRIPPED AND RECOATED, TES TED AND REEXAMINED FOR DIELECTRIC BREAKDOWN, RETESTING MAS SATISFACTORILY ACCOMPLISHED WITH NO DIELECTRIC BREAKDOMN.	NTING AND INSPECTIO GARS AGO, THE MANDR NTISFACTORILY ACCOM	N DURING T EL VILL BE PLISHED MI	WE PAST 'S STRIPPED THE NO DES	TEAR. O AND ELECT	EVIDENCE SEEN AECOATED, TES RIC BREAKDOM.	
ELECTRICAL-A/B FOMER CISTRIBUTION	DKF69-044/B3-402-00-440 HARKS&	COUNTDOWN	660 6903£7	2	£ 5		7
FAILURE MOE-OFEN ELECT.	FAILURE MOE-OPEN ELECT. IN CONNECTOR OF A/P HARNESS TO DECODER. GINBAL TEST RED LIGHT ON LAP.	DER. GINBAL TEST R	E0 LIEM. 0				
BISTEN EFFECT-OPERATION (BIBTEM EFFECT-OPERATION DOES NOT STAAT, NO SO STEERING COMMANDS.	.408.					
VENTCLE EFFECT-LAUNCH COL	LAUNCH COUNTDOMN ABORT AND RESCHEDULED.						
CORPECTIVE ACTION-PLUG REPLACED.	PLACED.						

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	DINTICULARE REVIEW BURGATURE AND LA PARKOCKE	HICAL STOLEN ALROCA	je E				•
STATEN SUB-STATEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE Date DIF		# 0 # 1	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART HO	
ELECTRICAL-A/B POACR DISTRIBUTION	3LV-99-14-E38F SENICOMDUCTOR DIODE	FAR 40-63118-1	650526	FACTORY	# £	YES TEXAS INSTRUME HO MTS U-698	***
FAILURE MODE-STRUCTURAL.	FAILURE MODE-STRUCTURAL. MOUNTING STUD THREADS STRIPPED DURING TIGHTENING. CORRECTIVE ACTION-REDUCED STUD TORSUING RESUIREMENTS.	ING TIGHTENING.				-	
ELECTRICAL-A/B POMER DISTRIBUTION	LV-99-20-3049-F CAPACI TOR	FAR 53-43005-13	184D 850311	FACTORY	5 G	7E3 60/C NO	*****
FAILURE MODE-SHORT-F/U SET REPORTEDLY FA T SHORT CIRCUIT IN CAPACITOR C-401 ON THE D AND RHODIUM EMBEDDED IN SILICON GREASE.	FAILURE MODE-SHORT-P/U SET REPORTEDLY FAILED IN FACTORY DURING FINAL CHECKOUT. FAILURE MAS CAUSED BY AN INTERNITTEN I SHORT CIRCUIT IN CAPACITOR C-4D1 ON THE GAIN-CONTROL BOARD. SHORT CIRCUIT WAS CAUSED BY A PARTICLE COMPOSED OF GOL D AND RHODIUM EMBEDDED IN SILICON GREASE.	ING FINAL CHECKOUT.	FAILURE CAUSED B	MAS CAUSE Y A PARTIC	נונ כ נונ כ	AN INTERNITTEN OHPOSED OF 60.	
CORRECTIVE ACTIOM-SURVEY 47-65 ISSUED TO LOCATION LAB. FOR CALIBRATION CHECK AND CLEANING OF 7-04340. ECP 55-330-35 AND 55-330-35.2 TO INCOME TO EVERY CALIBRATION OF A P/U MATCHED SET.	CORRECTIVE ACTIOM-SURVET 47-65 ISSUED TO LOCATE ALL RT-73016-31 AND 85-43005-13 P/U SETS AND RETURN TO P/U CALIBRATION LAB. FOR CALIBRATION CHECK AND CLEANING OF VARIABLE AIR CAPACITOR IN ACCORDANCE WITH MANUFACTURING. INSTRUCTION 7-04340 PRI PEASSO. ECP 55-530.55 AND 55-530.55.Z TO INCORPORATE A REQUIREMENT TO PERFORM MANUFACTURING INSTRUCTION 7-04340 PRI OR TO EVERY CALIBRATION OF A P/U MATCHED SET.	6-31 AND 85-43005-1 CAPACITOR IN ACCORD HREMENT TO PERFORM	S PZU SET ANCE WITH MANUFACTU	S AND RET MANUFACT RING INST	URN T	O P/U CALIBRAT INSTRUCTION ON T-04340 PRI	
ELECTRICAL-A/B	LV-98-20-3052-F HANOHETER A33Y	FAR 27-43016-31	650423	ETA	ž g	YE3 60/C ND	3
FAILURE MODE-CUT OF SPEC R PRESSURE DROPPED, FAILU CGRECTIVE ACTION-UMKHOM	FAILURE MODE-CUT OF SPECIFICATION-P/U SET REPORTEDLY FAILED DURING LABORATORY CHECKOUT OF THE SET, THE LOK MANOMETER PRESSURE DROPPED. FAILURE WAS CAUSED BY AN OMERSIZE INSERT IN THE LOK MANOMETER. CCARECTIVE ACTION-UMKNOW, GD/C PERSONNEL WERE CAUTIONED NOT TO USE OMERSIZED INSERTS IN MANOMETERS.	DUNING LABORATORY IN THE LOW MANONET IT TO USE OVERSIZED	CMECKOUT ER. INSERTS 1	OF THE BE	T. TH.	E LOK MANNETE	
ELECTRICAL-A/B POMER DISTRIBUTION	SLV-90-14-E39CAN HAIN HISSILE FOMER CHANGEOVER BUIT 27-DBLT7-B CH	FAR 27-08177-8	620328	8 P	2 2	YES KINETICS	8 8 8 8
FAILURE MODE-FAIL DURING	DURING OPERATION. BUBPECTED ARGING BMITCH CONTACTS	I CONTACTS. NG INSPECTION INSTE	Ab Of Per	PORNING P	AILU	E AMALYSIS.	
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the state of the s							l

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	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	CTRICAL BYSTEM-AIRBO	¥.		L			
37.37EM \$108-5737EM	TEST/REPORT HUNGER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME DIF	PRI VENDOR NAME	1 1 10 10 10 10 10 10 10 10 10 10 10 10		
ELECTRICAL-A/B POMER DISTRIBUTION	CT-99-143-061 ELECTRICAL SOCKET ASSEMBLY 16	FAR	650311	FACTORY	YES GRAY HULEGUARD NO SGR-ZIE	EGUARD	***	
FAILURE WODE-BTRUCTURAL.	URAL. CONTACT CRACKING OF 250 SUCKET ABBENDLIES OCCURRED DURING CRIMPING OPERATION AT 60/C FACTO	ISCHALIES OCCURRED DI	MING CRIM	11 NG OPERA	7108 AT 60/C	FACTO		•
CORRECTIVE ACTION-REQUES COS.	REQUEST THE VENDOR TO USE HARDER MATERIAL, BETTER ASSEMBLY TECHNIQUES, AND IMPROVED CRIMPING METH	NL. BETTER ABBENDLY	FECHNI QUES	AND INP	OVED CRIMPIN	F 12		
ELECTRICAL-A/B	ETR-DOS/PE-4CO-02-ED4 UAGILICAL COMMECTOR	COMPOSITE-3 FACT	2040 650303	1 to	ž g			
FAILURE MODE-FAILED TO CALL EJECT AT T-0.	FAILURE MODE-FAILED TO OPERATE AT PPESCRIBED TIME. UMBILICAL PADDI ADJUSTMENT WAS TOO TIGHT AND IT DID MOT ELECTRIC ALLY EJECT AT 1-0.	CAL PADOS ADJUSTNENT	100	GHT AND	11 010 NOT E	ECTRIC		
SYSTEM EFFECT-IMPROPER ANALOG	ANALOG SIGNALD.							
VEHICLE EFFECT-NONE.								
CORRECTIVE ACTION-UNKNOWN.	MI. UMBILICAL MA EJECTED MANUALLY.						-1	
ELECTRICAL-A/B	69C2629.3 DISIRIBUTION BOX-B1 POD	UTP-SLT 69-61030-611	650303) 9	TES 60/C			
FAILURE MODE-SIRUCTURAL F, ALT 1 NH HG) ALL EIGH AR LOOSE FROM THE BOTTOM C HIL-W-86G4.	FAILURE MODE-STRUCTURAL: FOLLOWING THE M. Y, AND Z-AXIS RANDOKYSINE VIB-TEMPLALT TEST (BLT LEVEL VIB, TEMF 100 DEG F, alt 1 mm mg) all elemt fillet melds mad Broken Loose from the mountling tabs and two of the tabs mad started to te ar loose from the bottom of the box, md electrical malfunctions were evident, welds mere substandard and mot per spe c mil-14-8604.	RANDOM/SINE VIB-TEMP ROW THE MOUNTING TAB CTIONS WERE EVIDENT-	ALT TEST B APD TWO WELDS WER	(SLT LEVE) OF THE TAI E SUBSTAN	VIB. TEMP 18 HAD STARTE	00 066 D TO TE PER 87E		
CORRECTIVE ACTION-NAMINE	CORRECTIVE ACTION-MANUFACTURING AND INSPECTION DEPARTMENTS MERE ADVISED IN ACTION TO IMPROVE MELD SUALITY.	8	ROBLEH AND	INSTRUCT	PROBLEM AND INSTRUCTED TO TAKE APPROPRIA	PROPRI		
ELECTRICAL-A78	LV-98-14-233F HARNESS	FAR 27-48711-409	804D 650222	.	715 67. CM		3	
FAILURE MODE-ELECTRICAL	TAICAL OPEN CIRCUIT PROM BROKEN WIRE AT PIN 31.	FIN 31.						
CORRECTIVE ACTION-NOME	I-MONE, CAUSE OF FAILURE COALB NOT BE FOUND.	JUND.						
						PA6C 0098		

							a			•					.		•	
		81888					00226			6000					*****			
	SITE PRI VENDOR NAME TIME DIP OTH VENDOR PART NO						50.C	IRCUITS WERE ?	MT. THE UNIT W						YES 40/C	A AE STRANDS ME	4 THE INSTALLAT	6400 Z444
Ī	# 5 E 5	₽ ₽	OHMEC				ş ç	80	IRENE	, o					<u> </u>	FAUL	4	
	#17E	7 V	ILICAL G				5/05	BOTH 46N	ION REBU	8 43	BTART.				ETR	TOR ZNESS	71 ON 28.2	
¥.	VEHICLE DATE DIF	#110 #50#14	1.00sE UM				820518	ION TEAT.	\$PECIFICAT	3010	AT COMMIT				1540	or coedica	BPECIFICA	
TRICAL BYSTEN-AIRBO	DIF DATA SOURCE PART FICHBER	COMPOST TE-FRE/DPL	N OCCURRED DUE TO A				UTP-PRT 88-43205-3	ON-OPERATING VIBRAT	10N MICH 18 NOT A	COMPOSITE-PROVDPL	AND 105P1 EJECTED			WIRING CORRECTED.	FAR 55-64501-689	BPLICE, A PORTION BHORTED TO ADJACENT	KATED TO ADMERE TO	
DIPFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	A1-4MO-0E-211 UMBILICAL COMMECTOR	TOLENANCE. LOSS OF FCE CLOSED INDICATION OCCURRED DUE TO A LOOSE UNBILICAL CONNECTOR.	DISCRETE SIGNALS.	I DELAYED.	ICAL GOOMA TEGHTENED.	#SAR141.3 LOE LEVEL PROBE	ELECTRICAL). DURING PROOF CYCLE, AFTER NON-OPERATING VIBRATION TEAT, BOTH SEMBOR CIRCUITS MERE P History Log no. 962-6-023, 3/m 410-0015.	CORRECTIVE ACTION-NOME. UNIT TESTED TO A RANDOM/SINE VIBRATION WHICH IS NOT A SPECIFICATION REQUIREHENT. THE UNIT W AS TESTED TO ENVIRONMENTS EXCEEDING DESIGN REQUIREMENTS.	A3-4HO-01-301 U#01L1CAL	FAILURE MODE-PREMATURE OPERATION. UMBILICALS MODPE, PS. P4. P4 AND 103F1 EJECTED AT COMMIT START.	STOPS PREMATURELY.	E ABORTED.	CORRECTIVE ACTION-2-INCH MOTION SMITCH HAS MIRED BACKMANDS. WIRING CORRECTED.	CT-88-14-580 Marwers	FAILURE MODE-ELECTRICAL SHORT CIRCUIT OCCURRED AT THE (AMP) SPLICE, A PORTION OF CONDUCTOR ZNASARO WIME STRANDS WE RE HOT CONTAINED HITHIN THE CRIMP SLEEVE, THESE LOOSE WIRES SHORTED TO ADJACENT CONDUCTORS: THIS FAULT WOULD CAUSE L OSS OF POWER TO SAFE-SIDE OF SHITCH 34.	CORRECTIVE ACTION-APPROPRIATE 60/C PERSONNEL SHOULD BE RESUESTED TO ADMERE TO SPECIFICATION 25.268 IN THE INSTALLAT ON OF (AMP) SPLICES.	
Seet War at	SYSTER SUB-SYSTER	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OUT OF TOLE	SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	WEMICLE EFFECT COMPOSITE DELAYED.	CORRECTIVE ACTION-UMBILICAL GOORS TIGHTENED.	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OPEN (ELEC) OUND OPEN, REF. TASK HIS)	CORRECTIVE ACTION-NOME. AS TESTED TO ENVIRONMENTS	ELECTRICAL-A/B	FAILURE MODE-PREMATURE	SYSTEM EFFECT-OPERATION STOPS PREMATURELY.	VEHICLE EFFECT-COMPOSITE ABORTED	CORRECTIVE ACTION-2-INC	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-ELECTRICAL SMORT CIRCUIT OR NOT CONTAINED MITHIN THE CRIMP BLEEW OLS OF POWER TO SAFE-SIDE OF SWITCH 34.	CORRECTIVE ACTION-APPROP	

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DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRSORNE

	8787EM 8UB-8787EM	TEST/REPORT NUMBER FAILED COMPOMENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	# 0 # 1	BITE PRI VENDOR NAME TIME BIF OTH VENDOR PART NO	
	ELECTRICAL-A/B POMER DISTRIBUTION	68CF629.3 DISTRIBUTION BOM-B1 POD	UTP-PRT 69-61050-811	690203	3/ 09	768 60/0	5/0	• 1.73
	FAILURE MODE-STRUCTURAL. DU O MELDS BROKE LOOSE BETWEEN UBSTANDARD AND DID MOT MET E ROOT WAS CAUSE OF FAILURE.	FAILURE MODE-STRUCTURAL. DURING 2-AXIS RANDOM/SINE VIB-TEMP-ALT. TEBT (PRT LEVEL VIB, TEMP 70 DEG F, ALT 1 MH NG)TM O WELDS DROKE LOOSE BETWEEN THE BOTTOM MOUNTING TABS AND BIDE CHANNELS. INVESTIGATION REVEALED THAT THE WELDS WERE S UBSTANDARD AND DID MOT MEET THE REGUIREMENTS OF MIL-W-8804. LACK OF WELD PEMETRATION COMBINED WITH THE MOTCHES AT TH E ROOT MAS CAUSE OF FAILURE.	-ALT. TEBT (PRT LEVE E CHANNELS, INVESTIG LACK OF WELD PEMETRA	EL VIB, TI GATION RET ATION COM	EMP TO DE VEALED TH 31 NED WIT	2 T T T T T T T T T T T T T T T T T T T	LT S HH HE) TW MELDS NERE S HOTCHES AT TH	
	CORRECTIVE ACTION-THE FAC	ION-THE FACTORY AND GUALITY CONTROL WAS INSTRUCTED TO TAKE APPROPRIATE ACTION TO IMPROVE WELD BUALITY CONTINUED PROVIDED THAT THE BOX REMAINS IN TACT.	UCTED TO TAKE APPROP	PRIATE AC	FION TO 1	MPROVE	HELD BUALITY	
	ELECTRICAL-A/B	RTC40E8 BMITCH-POMER CHANGEOVER	UTP-PET 7-0172E-5	\$0\$0\$	3/ 03	2 3	KINETICS N172-4	****
	FAILURE MODE-CONTAMINATION. DUR CEEDED THE MAXIMUM ALLOMBLE OF NE LUBRICANT MHICH FORMS A NON-	FAILURE MODE-CONTAMINATION. DURING FINAL SATISFACTORY PERFORMANCE TEST, THE VOLTAGE DROP ACROSS SEVERAL CONTACTS EX CEEDED THE MAKIMUM ALLOMABLE OF 150HV. VOLTAGE DROPS WERE AS MIGH AS 188HV. CAUSE ATTRIBUTED TO OXIDIZING OF CRANOLI NE LUBRICANT WHICH FORMS A NON- CONDUCTING FILM ON CONTACTS.	RHANCE TEST, THE VOL High as issmy, caus	TAGE DROI	ACROSS JTED TO O	SEVERA KIDIZI	L CONTACTS EX NG OF CRANCLI	
	CONSECTIVE ACTION-VENDOR L PWITCH ASSEMBLY AND THE ACTORILY.	CONSECTIVE ACTION-VENDOR VOR APPROVED TO INCORPORATE USE OF BLACK SEALING COMPOUND F3-380, INSTEAD OF SOLDER TO SEA INSTEA ASSENDET AND THE USE OF ANDAROL LUBRICANT WHICH DOES NOT OXIDIZE AS READILY AS CRANOLINE, TEST REAUN SATISH	BLACK SEALTING COMPS NOT ONIDIZE AS PER	DUND P3-36	30, INSTE	AD Q4 . TES	SOLDER TO SEA	
	ELECTRICAL-A/SI POLCR DISTRIBUTION	69CE623.3 DISTRIBUTION BOX-B1 PCD	UTP-PRT 69-41050-811	450122	6 07C	YES 60/C	3/0	
	FAILURE MODE-STRUCTURAL. O DEGREES F. ALT 1 MM MG) WESTIGATION REVEALED THAT ENETRATION COMBINED WITH 1	FAILURE MODE-STRUKTURAL, DURING K-AKTS RANDOWZSING VIDRATION-TEMPERATURE ALTITUDE TEST (PRY LEVEL VIBRATION, TEMM ?) O DEGREES F, ALT I MM MG) FOUR NELD POINTS BROKL LOOSE BETNEZN TWO OF THE BOTTOM MOUNTING TABS AND SIDE CHANNELS. IN YESTIGATION REVEALED THAT THE NELDS MERE SUBSTANDARD AND DID NOT MEET THE REQUIREMENTS OF MIL-W-DBOA. LACK OF MELD PENETRATION COMBINED WITH THE NOTCHES AT THE ROOT WAS CAUSE OF FAILURE.	N-TEMPERATURE ALTITU EN TWO OF THE BOTTO- NOT MEET THE REGULE FAILURE.	OE TEST	PRY LEVE 2 TABS AN 7 MIL-W-D	0 310E	ATION, TEMP 7 CHAINELS, IN ACK OF WELD P	
•	COFFECTIVE ACTION-THE FACE & ADVISCO OF THE WELD PROP INSTALLED IN A NEW BOX OD	COPFECTIVE ACTION-THE FACTORY WAS INSTRUCTED TO TAKE APPROPRIATE ACTION TO IMPROVE WELD QUALITY. QUALITY CONTROL WA ADVISED OF THE WELD PROMLEM AND RE ON LOOMOUT FOR POOR QUALITY WELDS. THE TEST WAS CONTINUED WITH THE SAME CHASSIS INSTALLED IN A NEW BOX OBTAINED FROM PRODUCTION LOT.	RIATE ACTION TO IMPI LITY HELDS. THE TEBL	TOVE WELD	GUALITY.	QUAL!	TT CONTROL HA	
	ELECTRICAL-A/B POMER DISTRIBUTION	LV-96-20-3040-F DEMODILATOR	FAR 7-43040-837	121019	15	763 60/C	5/0	•
•	PAILURE MODE-ELECTATCAL O ME VALVE ANGLE UPPER LINIT OFERATIVE DUE TO OPEN CIRC	FAILUME MOE-ELECTAICAL OPEM-REPORTED FAILURE OF P/U COMPUTER COMPARATOR WAS DISCOYERED NHEN AN ATTEMPT TO ADJUST T ME VALVE ANGLE UPPER LIMIT, BY ADJUSTHENT OF POTENTIOMETER R-30E, FAILED, LIMITER SECTION OF DEMOULATOR ASSY WAS IN OPERALIVE DUE TO OPEM CIRCUIT AT TERMINAL M. THE OPEM CIRCUIT OCCURRED BECAUSE SMAGED TERMINAL HAD NOT BEEN BOLDERED	ER COMPARATOR MAS DI 1908, FAILED, LIMITE 7 OCCURRED BECAUSE (ISCOVERED IN SECTION BUAGED TEN	WEN AN I OF DENO	ATTENE DULATO D HOT	T TO ADJUST T A ABST WAS IN BEEN BOLDERED	

PA&C 0100

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	N3.576 N3.576 N3.576	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE	PR1	VENDUS NAHE	
	TO PRINT CIRCUIT AS REQUIRED.	JAED.	elikamirimumikalikappungeninka.aa-irrikuppungen	Average are retingratives and the design and the de		*** The management of the state	9.77
	CORRECTIVE ACTION-SURVEY S DEMODULATOR ASST AND PAI POSTS AND PRINTED CIRCUL	-SURVEY INSTRUCTION 10-83 WITH INSTRUCTIONS TO LOCATE AND REJECT ALL NEW PRODUCTION P/N 7-43444-81 AND P/N 7-43446-807 ISOLATION ANPLIFIER ASSY SO THEY MAY BE INSPECTED FOR SOLDER BETWEEN TERMINAL CIRCULTRY AND BE REWORKED IF NECESSARY.	I TO LOCATE AND REJIST SO THEY MAY BE	AND REJECT ALL NEW PHODUCTION P/N 7-4344-81 MAY BE INSPECTED FOR BOLDER BETWEEN TERMINAL	CCTION	P/N 7-43444-B1. TWEEN TERMEMAL	
	ELECTRICAL-A/B POMER DISTRIBUTION	89C4382-12 CONTROL "MIT ASSEMBLY-OAO	UTP-ETT 69-61120-3	610113 60/C	163	3/09	***************************************
	FAILURE MODE-SPECIMEN OF TB-1 MAS DAMMED AND LOO	WEN OPENED FOR INTERNAL EXAMINATION AFTER COMPLETION OF ETT. BUGGE ELECTRICAL TERMINAL (NO. 1) ON IND LOOSENED REF TEST REPORT PHOTO NO 3 GDC HEG NO 86310B.	COMPLETION OF ETT.	SHIGE ELECTRIC	IL TERM	MAL (NO. 1) ON	
	CORRECTIVE ACTION-NENO T	MENO TO GUALITY CONTROL DIRECTS SPECIAL EMPHASIS ON SURVEILLANCE OF EXPOSED TERMINALS ON TB-1.	PHASIS ON SURVEILL	ANCE OF EXPOSED	TERHIN	LS ON TB-1.	
	ELECTRICAL-4/8 POWER DISTRIBUTION	27C4028 SWITCH-POWER CHANGEOVER	UTP-PET 7-01722-8	630108	Y C	KINETICS H172-4	99040
	FAILURE MODE-OUT OF SPEC PLY WITH 27-02065 SPECIFIC EAR ON THE NAME PLATE, IN	OF SPECIFICATION. DURING EXAMINATION OF PRODUCT, IT WAS FOUND THAT THE NAME PLATE DATA DID NOT SPECIFICATION REQUIREMENTS. THE SPECIFICATION SPECIFICATION CONTROL. DRAWING DID NOT ATE. INSPECIFION PASSED ALL PREVIOUS UNITS WHICH HAD THE BANE NAME. PLATES AS THE FAILED PART.	DUCT, IT WAS FOUND ION NUMBER AND SPEC HICH HAD THE BANE:	THAT THE NAME INFICATION CONTROL	NLATE DA	TA DID NOT CON NG DID NOT APP LED PART.	
	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR ACTION TAKEN TO MODIFY THE NAMEPLATE DECAL TO COMPLY WITH SPECIFICATION 27-02085, INSPECTI N INSTRUCTED TO TAKE STEPS TO INJURE THAT THIS TYPE OF DIJUCREPANCY DOES NOT RECUR.	NAMEPLATE DECAL TO COMPLY WITH OF DISIGREPANCY DOES NOT RECUR.	HITH SPECIFICAT)	J-23 NO:	2065, INSPECTI	
	ELECTRICAL-A/B	69A1926.1 Discorbect-stabing, autopilot	U79-SLT 7-06347-8	6412Z# 60/C	YES	YES AMPHENOL YES 200X-30-5002	******
	FAILURE MODE-OUT OF TOLE MEASUREHENTS WERE RECORD ESTING MAS CONTINUED RATH T WAS EJECTED AND RE-ENGAL CCHTANINATES WERE PRESENT VOLTAGE DROF TEST, (REF')	FAILURE MODE-OUT OF TOLERANCE, DURING THE PROOF CYCLE FOLLOWING THE Z-AXIB VIBRATION, OUT-OF-TCLERANCE VOLTAKE DROP MEASUMERHIS WERE RECORDED ON SEPERAL PINA, THIS TEST WAS ACCOMPLISHED WITH SPECIMEN STRBLIZED AT REG DEGREES F. T STING MAS CONTINUED RATHER THAN TOMOUCT A FAILURE ANALYSIS AT THIS THE. PART IS MATED WITH P/N TOWSAGE.II. THE PAR MAS ELECTED AND RE-EMAGED. AT THIS TIME ACCEPTABLE READINGS WERE OBTAINED. THIS INDICATES THAT (S) POSSISELY THAT CHIANTES WERE PRESENT ORIGINALLY ON (E) ENGAGEMENTS PRODUCED SUPPLIENT VIPING ACTION TO MEET SPECIFIED CONTACT OLTAGE DROP FEST. (REF. FRR 1308).	fine THE Z-AXIB VIDICOMPLIBHED WITH BM COMPLIBHED WITH BM T THIB TIME, PART S WERE COTAINED, TI CED BUFFICIENT VIEW	RATION OUT-OF-) ECHEN STABLLIZ IS MATEO WITH P. HIS IMDICATES IN IMB ACTION TO M	CCLERANC DD AT RO W THUGS WIT (S)	E VOLTAGE DROP G DEGREES F. T 46-11. THE PAR POSSIBLY THAT IFEED CCHTACT	
	CORRECTIVE ACTION-MOME.						
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_						Annual Control of Cont	

19 JUN 1966

	DIFFICULTIES REVIEW-E	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	¥ %				
3737EN 308-3737EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE OIF	817E TINE 01F	9 0 1 H	VENDOR PART NO	
ELECTRICAL-A/B POWER GISTRIBUTION	68C2631.3 JUNCTION BOX SCREMS	UTP-PAT 69-61030-9	641217	J/03	¥.58	YFS ED/C NO	***************************************
FAILURE HODE-OUT OF TOL GROUND PIN JIX AND EACH LED THE CONNECTOR MOUNTI	FAILURE MODE-OUT OF TOLERANCE, DURING INSPECTION AFTER TIGHTENING JIX AND JSX GROUND SCHEWS THE RESISTANCE BETMEN GROUND PIN JIX AND EACH OTHER GROUND WAS BETWEEN 0.17D AND D.231 OHHS. (SPEC. LINIT IS D.1 OHHS) INVESTIGATION REWEA LED THE CONNECTOR MOUNTING SCREUS WHICH ALSO SERVE AS GROUNDING HARDWARE APPARENTLY WERE LOOSE.	IGHTENING JIM AND JBM D 0.251 OHHB. (SPEC. (UNDING HARDWARE APPAR)	GROUND SCH LIMIT IS D. ENTLY NERE	EWS THE 1 OPHS) LOOSE.	ZESIS Inves	RESIDIANCE BETMEN INVESTIGATION REVEA	
CORRECTIVE ACTION-SURVEY LOOSE SCREWS, BACKSMELLS,	EY INSTRUCTION S/N 42-64 MAS ISSUED SO APRIL 64 TO SURVEY ALL BOXES MANUFACTURED TO DATE FOR 3. TERMINAL BOARD NUTS AND DIMENSIONS.	O 30 APRIL 64 TO SURVI	ET ALL BOXE	S MANUFA	CTURE	D TO DATE FOR	
ELECTRICAL-A/B	69C2631.3 JUNCTION BOX-SCREM	UTP-PAT 69-61030-5	412.7	3/0 5	YES	YES GD/C	
FAILURE MODE-OUT OF TOLERANCE BETWEEN 0.789 AND 1.179 OHMS. ALSO SERVE AS GROINDING HARDAM	FAILURE MODE-OUT OF TOLERANCE, DURING 18PT THE RESISTANCE BETWEEN GROUND PIN JIK AND EACH OTHER GROUND PIN JSS NAS BETWEEN 0.799 AND 1.179 OHHS. (SPEC. LIMIT IS 0.1 OHHS). INVESTIGATION REVEALED THE CONNECTOR MOUNTING BCRENS MICH ALSO SERVE AS GROUNDING HARDMARE APPARENTLY WERE LOCAE.	E BETWEEN GROUND PIN INVESTIGATION REVEALE	JIX AND EAC THE CONNE	H OTHER	SECULA NTING	D PIN JSS WAS	
CORRECTIVE ACTION-SURVEY LOOSE SCREWS, BACKSHELLS,	IY INSTRUCTION S/N 42-64 NAS ISSUED 30 APRIL 94 TO BURYEY ALL BOXES MANUFACTURED TO DATE FOR 5. FORMAL BOARD NUTS, AND DIMENSIONS.	D SO APRIL SE TO BURN	EY ALL BOXE	S MANUFA	CTURE	D TO DATE FOR	
ELECTRICAL-A/B	6962631.3 JUNCTION BOX SCREW	UTP-PRT 69-61030-5	VISIN	J/83	4.E.S	YES 60/C NO	:
FAILURE MODE - OUT OF T R EMCMAD WAS BETWEEN DAS SCREWS WHICH ALSO SERVE	OF TOLERANCE. DURING HIGH IEMP HUMIDITY IEST THE RESIBTANTE BETWEEN GROUND PIN 155 AND EACH OTHE 10.155 AND 0.166 OHHS. (SPEC. LIMIT IS D.S. OHMS). INVESTIGATION REVEALED THE COMMECTOR MOUNTING. RVE AS GROUNDING HARDWARE AMPARENTLY MENE LOCSE.	TY TEST THE RESIBIANCE OF CO.S. CHAS. INVESTIGATION	E BETMEEN G NTION REVEA	LED THE	A Jas	CTOR MOUNTING	
CCRRECTIVE ACTION-SURVEY INSTRUCTION BACKSHELLS, TERMINAL BOARD NUTS AND	CCRECTIVE ACTION-SURVEY INSTRUCTION S/N 42-64 MAS ISSUE, BACKSHELLS, TERMINAL BOARD NUTS AND DIMENSIONS.	S/M 42-64 MAS ISSUED TO SURVEY ALL BOXES MANUFACTURED TO DATE FOR LOOSE SCREWS DIMENSIONS.	HANUFACTUR	(ED 70 DA	7. 0	R LOOSE BCREWS	
ELECTRICAL-AZB POMER DISTRIBUTION	Z7C4028 SWITCH-POMER CHANGEOVER	UTP-PET 7-01728-3	641213	۶/ 3	2 ¥	KINETICS M172-4	
FAILURE MODE-OUT OF TOL BE D.074 INCHES, WHICH I 60/C SPECIFICATION CONTR	FAILURE MOE-OUT OF TOLERANCE. DURING EXAMINATION OF PRODUCT, THE THICKNESS OF THE HOUNTING PLANGE WAS MEASLRED TO BE D-074 INCHES: MAICH IS D-002 INCHES GREATER THAN THE MAXIMM TOLERANCE, A DISCREPINCT MAS FOUND TO EXIST BETHEEN 60/C SPECIFICATION CONTROL DRAWING AND THE VENDOR DRAWING CONCERNING DIMENSIONAL TOLIRANCES.	EXAMINATION OF PRODUCT, THE THICKNESS OF THE HOUNTING GREATER THAN THE MAKINUM TOLERANCE, A DISCREVINCY WAS THE VENDOR DRAWING CONCERNING DIMENSIONAL TOLIRANCES.	THE HOUNT	TING PLAN MAS FOUN	.¥o o	B MEASURED TO Exist between	··········
CORREC IVE ACTION-BINCE	HINCE THE VENDOR DRAWING 1: D SEEN APPROVED PER DATA ARTICLE DB. 14E 60/C SPECIFICATION CONTROL DR	OVED PER DATA ARTICLE	06. T.€ 40	17 2 8PE CI	FICAT	ION CONTROL DR	
						PASE DIDE	

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VEHICLE SITE PRI VEHOOR NAME DATE SIF THE DIF OTH VENDOR PART NO		841123 6D/C YES 6D/G 883578	PRODUCT, DIMENSION FROM CELTER OF MOUNTING HOLE TO THE SPE O 1.50 INCHES). OES NOT AFFECT OPERATION OF UNIT, FACTORY ADVISED OF DISCR UMRENCE OF THIS PROBLEM, FACTORY PLANNING REVISED TO INCOM	4411EU CONVAIR YES 60/C 003522	FAILURE MODE-OUT OF SPECIFICATION. DURING EXMINATION OF PRODUCT THE SPECIMEN WEIGHID 23.5LBS. THE MINIMUM MEIGHT R EQUIFORENT 15 25 LBS. PRODUCTION EXPERIENCE INDICATED THAT THE SPECIFICATION MEIGHT LIMIT IS TOO RESTRICTIVE FOR MOR MAL MAMERACTURING METHODS.	SLV-A9-14-229-F FAR 6411EG FACTORY YES 664268 SMITCH-CHANGEOVER RT-08177-S 160 AMINATION, SWITCH WOULD NO. TRANSFER FROM EXTERNAL TO INTERNAL POSITION POSSIBLY DUE TO ONE OR WOR 5 FOUND LOTSE AROUND BRUSHES JUD COMMUTATOR, SUSPECT FIBRE BETWEEN BRUSH AND COMMUTATOR BUT NOT CO	MAILLE FACTORY YES BENDIX 694885	MER DISTRIBUTION COMMECTOR 81-359D9-718 NO PTOTC-20-41PK 101-101-101-101-101-101-101-101-101-101
DIF DATA SOURCE		UTP-PAT 841 69-61016-603	FAILURE MODE-OUT OF SPECIFICATION, DURING EXAMINATION OF PRODUCT, DIMENSION FROM CELFER OF MOUNTING HOLE TO TO IMEN OUTER SURFACE MEASURED 1.4E INCHES. (SPEC. IS 1.44 TO 1.5D INCHES). CORRECTIVE ACTION-TEST CONTINUED SINCE THIS DISCREPANCY DOES NOT AFFECT OPERATION OF UNIT, FACTORY ADVISED OF PANCY, A.C. TOOK INITIATED ACTION 12-23-44 TO PREVENT RECURRENCE OF THIS PROBLEM, FACTORY PLANMA REVISED TO ORATE REQUIRED DIMENSIONAL INSPECTION.	UTF-PAT 641 69-61030-811	ATION OF PRODUCT THE SPECINEN WELL	SLY-AD-14-229-F FAR 87-D8177-3 641120 FACTORY YES SMITCH-CHANGEOVER 87-D8177-3 HD HO HAMSER FROM EXTERNAL TO INTERNAL POSITION POSSIBLY DUE TO S. FOUND LODGE AROUND BRUSHES NO COMMUTATOR. SUSPECT FIRE BETWEEN BRUSH AND COMMUTATOR		61-559DD-718 TO IMADEQUATE SEAL BETWEEN INSERT AND CASE. DUE ON IMPROPER APPLICATION OF ADMESTYE. UNE BUT DECLINED ACTION SECAUSE CONNECTOR WAS NO
TESTARFOUT NUMBER	TO ALLOW FOR THIS DIMENSIONAL OUT-OF-TOLERANCE,	69C2630.3 JUNCTION BOX-BEPOS	OF SPECIFICATION. DURING EXAMINATION OF PRODUCT, DIMENS IE MEASURED 1.4E INCHES. (SPEC. IS 1.44 TO 1.50 INCHES). INTEST CONTINUED SINCE THIS DISCREPANCY DOES NOT AFFECT OF THIS PREVENT RECURRENCE OF THIS HENSIONAL. INSPECTION.	69C2629.3 DISTRIBUTION BOX-B1 POD	OF SPECIFICATION, DURING EXAMINA ASS, PRODUCTION EXPERIENCE INDICA METHODS.	SLV-AD-14-229-F SLV-AD-14-229-F SWITCH-CHANGEOVER MINATION: SWITCH WOULD NO: TRAN FOUND LOTSE AROUND BRUSHES : NO	-VENDOR MAS ADVISED OF FAILURE AND SUSPECTED CAUSE. LV-99-14-231-F	CONNECTOR D HELIUM LEAKAGE TEST DUE TO IN CLEANING BEFORE ASSEMBLY OR IN YENDOR WAS ADVISED OF FAILURE B
MATEN MATEN	1	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OUT OF CIMEN OUTER SURFACE CORRECTIVE ACTION- EPANCY, 4.C. 100X II PORATE REGUED DIM	ELECTRICAL-A/B POLER DISTRIBUTION	FAILURE MODE. OUT OF EQUIFORENT 15 25 LB MAL MAMFACTURING M	ELECTRICAL-A/B FOMER DISTRIBUTION FAILURE MODE-CONTAR E OF SEVERAL FIBRES	2 1	FAILURE MODE-FAILED HELIUM LEAKAGE AUSED BY INADESUATE CLEANING BEFORE CORRECTIVE ACTION-VENDOR MAS ADVISE

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GENERAL MAMICS

	TEST/REPORT HUNGER FAILED COMPONENT HANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE DATE DATE DATE	PRI VENDOR NAME OTH VENDOR PART NO	
•	49CE431.3 JUNCTION BOX BCREW	U17-7A1 69-61040-9	941104	5/09	Y58 6D/C NO	
₹ ₩ J	FAILURE MODE-OUT OF TOLERANCE. DURING INITIAL SATISFACTORY PERFORMANCE TEST THE RESISTANCE BETWEN GROUND PIN 355 A MO EACH OTHER GROUND WAS BETWEEN 0.8 AND 1.1 OHMS AND BETWEEN GROUND PINS JIE AND JIX IS 0.9 OHM: (SPEC. LINIT IS 0.1 OHMS) INVESTIGATION REVEALED THE CONNECTOR MOUNTING SCREWS WHICH ALSO SIRVE AS GROUNDING HARDWARE APPARENTLY WERE LOOSE.	PERFORMANCE TEST THIN GROUND PINS JIE AL	E RESIBTAN HD JIX 18 GROUNDING	KE BETHEE 0.9 OHLU FHARDNARE	N GROUND PIN 158 A (SPEC. LINIT 18 0.	
	CCARECTIVE ACTION-SURVEY INSTRUCTION, 5/N 42-64 MAS ISSUED 3D APRIL 1964 TO SURVEY ALL BOXES NAMWFACTURED TO DATE OR LOOSE SCREWS, BACKSWELLS, TERMINAL BOARD MITS, AND DINENSIONS,	30 APRIL 1964 TO SU IONS.	RVEY ALL E	OXE.S FLANK	FACTURED TO DATE F	
	A-99-EG-5037-F LIBUID OXTGEN CONTROL UNIT	FAR 27-43021-3	3010 641030	FACTORY	CALIF. INSTR.CO RP. 87-45021-3	•
3 5	RICAL SHORT, FAILURE UMS DISCOVERED DURING CHECKOUT OF NEXT ASSEMBLY (P/N 27-44432-19), PROFELLAN IING TESTING, PER EOP 330.351, THE B NET LAMP ILLUMINATED, MONEVER, PROCEDURG STATES THE B DRY LAN	G CHECKOUT OF NEXT	ASSEMBLY -	(P/N 27-44 XEDUR): 91	432-19), PROPELLAN ATES THE B DAT LAM	
7	CORRECTIVE ACTION-THE VENDOR WAS REQUESTED TO IMPROVE ASSEMBLY. INSPECTION, AND TESTING OF UNITS TO ELIMINATE POSSI BILITY OF LHOPIS BETWEEN LEAD WIRES AND CASE, THE VENDOR COMDUCTED COMPLETE INVESTIGATION OF ASSEMBLY METHODS, INSPE CTION, AND TEST PROCEDURES. WILL USE TEFLOW-INSQUATED WIRE OR SLEEVING INSTEAD OF VINYL-INSULATION, ALSO INCORPORATE A CONNECTION BETWEEN CASE GROUND AND SIGNAL GROUND DURING FUNCTIONAL TEST.	BLY: IMSPECTION: AN DUCTED COMPLETE INVI R SLEEVING INSTEAD (UMCTIONAL TEST:	D TESTING ESTIGATION OF VINTE-1	OF UNITS 4 OF ASSEPTION	TO ELIMINATE POSSI BLY HETHODS, INSPE I. ALSO INCORPORATE	
-	69A2141.3 LOE LEVEL PROBE	UTP-PRT 69-43205-3	641950	5/ %	YF\$ 60/C NO	******
존부터	FAILURE MODE-SMORT (ELECTRICAL), DURING PRI INSULATION TEST OF THE POST MIGH TEMERATURE-ALTITUSE MUNIDITY PROOF CY CLE, THE INIT MAN BELOW THE ALLOWBULE OF ONE MEGONM MINIMUM, ACTUAL ON UNIT WERE AS FOLLOWS-FIN A 10 GASE EG MEGONN ; FIN 8 TO CASE ED, FIN C TO CASE SHORTED; FIN D TO CASE SHORTED, REF. TASK HINTONY LOG NO. 642-8-GGG S/M 408-GG1G.	OF THE POST HISH TI ACTUAL ON UNIT WERE RTED. REF. TASK HIM	EMPERATURE C AB FOLLS TORY LOS 1	- ALT1 TUBE 243- P1 4 A 45. 668- 6-	HUMIDITY PROOF CY TO CARE ED MECOHNS GGG B/M 400-GG10.	
7 1	CORRECTIVE ACTION-1.8. UNIT. REPLACE MITH A NEW UNIT AND RETEST.	1667,				
_	8LV-89-14-227-F BOX-D18TR1BUTION	FAR 60-61050-613	•30179	FACTORY	YES 60/C NO	
₹ 2	FAILUPE MODE-CONTAMINATION. OUT OF TOLERANCE MITH RESPECT TO INSULATION RESISTANCE BETWEEN CONNECTOR PINS AND CHASS Is ground due to inadebuate dating before encapsulation.	O INSULATION RESIST	AHCE BETW	IEN COMME	TOR PINS AND CHASS	
			,		PAGE 0104	

SCHERAL MANICS

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STATEN STATEN STATEN	TEST/REPORT NUMBER	DIF DATA SOURCE	VEHICLE DATE DIF	317E	PAI VENDOR NAME OTH VENDOR PART NO	
CCARECTIVE ACTION PERSONNEL	13 CMHEL MERE CAUTIONED TO CARGEULLY FOLICM ALL POTTING PROCEDURES.	COLLOM ALL POTTING PR	OCEDURES.		marks are described and the second a	****
FLECTRICAL-A-B FOMER DISTRIBUTION	31 4 - P 1 1 - 2 P. O - F. HARNESS	FAR 81-35118-110	641021	POINT LO	NO 16-265-352	181488
FAILURE MODE-FAIL TO R MATING, RESULTING FR	O OPERATE AT PRESCRIBED TIME, FAILED TO SEPARATE DURING MOSECOME SEPARATION TESTS DUE TO IMPROPE From Human error.	IO SEPARATE DURING MO	SECONE SEPA	RATION TE	STA DUE TO IMPROPE	· ·
CORRECTIVE ACTION-ALL	CORRECTIVE ACTION-ALL PERSONNEL WERE ADVISED OF THIS FAILURE AND THE CAUSE. THEY WERE CAUTIONED TO EXERCISE CARE IN	URE AND THE CAUSE. T	HEY WERE CA	UTIONED 1	O EXERCISE CARE IN	
FLECTRICAL-A/0 POWER DISTRIBUTION	SLV-PL-14-228-F COMMECTOR	FAR. 69-51933-1	120179	POSME LO	HOINT LO YES-BENDIX	094890
FAILURE MODE-FAIL TO R MATING RESULTING FRO	TO OPERATE AT PRESCRIBED TIME, FALLED TO SEPERATE DURING HOSECONE SU FROM HUMAN ERROR, THERE MERE TWO COMMECTORS COVERED ON THIS REPORT,	TO SEPERATE DURING HO	SECONE SEPE REPORT,	AATION TE	SEPERATION TESTS DUE TO IMPROPE	
CORRECTIVE ACTION-ALL THE CONNECTOR,	CORRECTIVE ACTION-ALL PERSONNEL WERE ADVISED OF THIS FAILURE AND THE CAUSE AND CAUTIONED TO EXERSIZE CARE IN MATING THE CONNECTOR:	URE AND THE CAUSE AN	D CAUTIONED	TO EXERS	HZE CARE IN MATING	
ELECTRICAL-A/B POWER 0137R19UT1ON	88C2631.3 JUNCTION BOX	UTP-FAT 69-61030-3	641019	CONVAIR	YES 60/C	525
FAILURE MODE-OUT OF 1	TOLERANCE, DURING EXAMINATION OF PRODUCT DIRECTION, (SHOULD BE 2.0 TO 2.2 INCHES).	EXAMINATION OF PRODUCT THE DIMENSIONS MAICH LOCATES THE GOZUM STENCIL MEASUME Be 2.0 to 2.2 imches).	HICH LOCATE	3 THE 602	ON STENCIL HEABURE	
CORRECTIVE ACTION-BUM	HALTY CONTROL MAS INSTRUCTED TO EMPORCE	E MORE RIGID INSPECTION IN THIS AREA.	ICW 1N TH13		(REF. FRR 415).	
ELECTRIUM-A/B	C1-98-14-02# HARHTAS	FAR F1046-8-38/103	1460 440929	ETA	7ES BENDIN	****
FATLURE HODE-ELECTATO	FAILURE HODE-ELECTRICAL OPEN CIRCUIT FROM A BENT PIN. THIS DISCREPANCY WAS FOUND DURING TEST PREPARATION. LOSS OF ITOPILOT COMMAIN COULD RESULT FROM THIS PARTS ELECTRICAL FAILURE.	S DISCREPANCY WAS FO	UND DURING	TEST PREP	MANTION. LOSS OF A	alagina e e e e e e e e e e e e e e e e e e e
CORPCCIIYE ACTION-CAU	CORRECTIVE ACTION-CAUTION INSTALLATION PERSONNEL IN AN EPPORT TO PREVENT IMPROPER COMMECTOR MATING AND TORAUING. ADLISH AUALITY ASSEMBLY BIANDARDS FOR COMMECTOR PLUGS.	FORT TO PREVENT SHPR	OPER CONNEC	TOR HATIN	IS AND TORBUINS. ES	
en de la companya de					PAGE 0103	· · · · · · · · · · · · · · · · · · ·

GENERAL MHICE CONVAIR DIVISION

15 JUN 1968

STRTEM SUG-STREM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	\$17E 11ME 01F	PRI VENDO	VEHICLE BITE PRI VENDOR MANE DATE DIF TIME DIF OTH VENDOR PARE NO	
ELECTRICAL-A/B POWER DISTRIBUTION	CT-88-14-031 ELECTRICAL MARNESS - CONNECTOR	FAR GP3108-E103L	1460	ETA	YES SENDIX HO	×	
FAILURE HODE-STRUCTURAL I ECIED FOR THIS REASON ONLY	FAILURE HODE-STRUCTURAL IMPERFECTIONS WERE FOUND DUMING REQUIRED X-RAY INTERPRETATION OF THE PART, THE PART WAS REJ CIED FOR THIS REASON ONLY. LOSS OF AUTOFILOT COMMAND COULD RESULT FROM THE PARTS ELECTRICAL FAILURE.	BUIRED X-RAY INTERPR REDULT FROM THE PAR	ETATION OF TO ELECTRI	THE PART CAL FAILU	, THE PAR	T WAS REJ	
CORRECTIVE ACTION-CONTIN	CORRECTIVE ACTION-CONTINUE X-RAYING ON A SAMPLING BASIS. IMPROVE MAMIFACTURING AND QUALITY CONTROL OF THE PART.	HPROVE MANUFACTUNING	AND GUALS	TY CONTRO	C THE	PART.	
ELECTRICAL-A/B POWER DISTRIBUTION	CT-98-14-351 ELECTRIC/L HARMERS COMMECTOR	FAR PT06E-6-38/101	146D 640329	E .	YES BENDIX NO	×	•
FAILUPE MODE-STRUCTURAL, ECTEO FOR THIS REASON ONLY	AL. IMPERFETTIONS WERE FOUND DURING REQUIRED X-RAY INTERROCATION OF THE PART, THE PART MAS REJ ONLY: 1.083 OF AUTOPILOT COMMAND COULD RESULT FROM THE ELECTRICAL FAILURE OF THE PART,	EQUIRED X-RAY INTERR RESULT FROM THE ELE	OGATION OF	THE PART	. THE PART.	T MAS REL	
CORRECTIVE ACTION-CONTIN	CORRECTIVE ACTION-CONTINUE X-RAYING ON A SANPLING BASIS. INPROVE MANAFACTURING AND QUALITY CONTROL OF THE PART.	MPROVE HANNEACTURING	AND BUAL!	TY CONTRO	9. 7F	7 A R T .	
ELECTRICAL-A/B MOMER DISTRIBUTION	34 V-81-04-4088-F Harness	FAR 0-79045-849	*160**	PACTORY	753 10		0031.07
FAILURC PROE-FAILED DURIN M OF FESSISTANCE, 0.031 VB MBCR 20 AS MARKED, CAURE C	FAILUGE PLOE-FAILED DURING OPERATION. GROUND RETURN WIRE FOR REMOTE RATE GYRO HEATERS 1875 INCHES LOKA) HAD TOO HIG H OF EESISTANCE, 0.651 VS 0.503 OMM. ANALYSIZ FOUND SUBJECT HIRE WAS WRONG BIZE, IT WAS NUMBER RE SITE INSTEND OF NU MBER 20 AS MARKED. CAUSE OF HISMARKING IS UNKNOWN.	OR REMOTE RATE GYRO I	HEATERS (S	73 INCHES	LONG) HA	CAD OF NU	
SAFECTIVE ACTION-WIRE PR	CORFECTIVE ACTION-WIRE PROCESSING AND INSPECTION PERSONNEL INFORMED TO TRY AND PREVENT MISMARTING. ALL AZP WIRES ON SLV MISSILES WERE CHECKED TO ASSURE CORRECT SIZING AND MARKING.	INCONED TO TRY AND LING.	PREVENT R	I SHARK I HG	ALL AZE	NIRES OF	
FLEGIALGALAZO POMUN DISTRIBUTIÓN	3LV-9D-24-46D9F COMMECTOR	FAR 01-83857-018	7103 440002	E .	758 PHY81 PO CE8 HPU88	PHYSICAL SCIEN CES HPUSSP-103L-45	11.00
FAILURE HODE-OUT OF TOLER PPICIENT HETAL IN BRAZING	OLERANCE. PIN B HAD INTERHITTENT HIGH PESIBTANCE. THIS WAS CAUSED BY IMPROPER PLUKING AND INSU- Ing the solder cup to the pin. This braze joint was hade at astronautics.	PESISTANCE, THIS HAI LAZE JOINT WAS MADE,	B CAUSED B AY ABTROMA	Y IMPROPES UTICS.	PLUXIM	AMD INSU	
ORRECTIVE ACTION-QUALITY	CORRECTIVE ACTION-GUALITY CONTROL IN MANUFACTURING DEPARTMENT MAS INTROVED.	INT MAS INCROVED.			İ		
						PASE 0108	

GENERAL MATCS

19 JUN 1966

SYSTEN	TEST/REPORT NUMBER DIF DATA SOURCE VE	DIF DATA SOURCE	J. I.E. J. I.E.	1E PRI	VENDOR HAME	
ZULSKS-878	FAILED COMPONENT NAME	PART NUMBER	DATE DIF TIME DIF	DIF OTH	VENDOR PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	696E147.3 RECEPTACLE, UMBILICAL CONNECTOR	N-F30F0-FM	640902	7 63	YES CANHON YES DOTES-6346	***************************************
FAILURE MODE-OUT OF TOLERANCE. ECHANICALLY EJECT WHEN A LANYARD Y ROCKING THE CONVECTOR. EXCESS! CAPABILITY OF EJECTION SPRINGS.	OF TOLEBANCE. FOLLOWING Y-AXIS VIBRATION (RANDOM ONLY, EG SQUARE PER CPS) THE SPECIMEN WOULD NOT M When a Lanyard Force of 120 lbs Mas Applied. (Spec is 25 to 100 lbs) separation was accomplished & Retog. Excessive comtact mear, produced by Misalighbent, Caused Increased Slparation Forced betomb Iction springs	(RANGOM ONLY, 26 34 TED. (SPEC IS 25 TO IY MISALIGAMENT, CAL	IVARE PER CPS) TI 100 LB3) BEPARA 13EO INCREASED SI	HE SPECT TICH WAS EPARATIO	MEN WOULD NOT IN ACCOMPLIBHED & M FORCED BEYOND	
CORRECTIVE ACTION-SPE RING PIN AND SCENET AL	CORRECTIVE ACTION-SPECIMEN IR (D) FOR REPLACEMENT, CARR F-4345-SC-1 ISSUED TO FACTORY TO AMMEND AFFECTED MS(S) REGUI RING PIN AND SOCKET ALIGNMENT DURING POTTING.	1345-5C-1 189UED TO	FACTORY TO AMME	ND AFFEC	TED M&(S) REGUI	
ELECTRICAL-A/B MOLER DISTRIBUTION	CT-98-143-047 ELECTRICAL RELAY	FAR 86-73001-015	640901 FACTORY		YES HARTMAN ELECTR	495647
FAILURE MODE-FAIL DUR	DURING OPERATION BY CONTACTS NOT CLOSING, INADESUATE SPRING CONTACT MATERIAL IS USED.	7. INADERUATE SPRIM	CONTACT HATERS	AL 18 US	ço.	
COFRECTIVE ACTION- VENDOR	ADOR TO IMPROVE BUALITY CONTROL. RELAY SHOULD BE REPLACED WITH A HORE RELIABLE ONE.	SHOULD BE REPLACED	WITH A MORE RE	LIANCE	Æ.	
ELECTRICAL-A/B POWER DISTRIBUTION	COMECTOR-	FAR 27-43016-23	640825 WIR	7.ES	7ES 6D/C MO	*****
FAILURE MODE-FLECTHIC AN OUTPUT VOLTAGE RIAD BY A HIGH RESISTANCH "	FAILURE MODE-FLECTIIICAL SHORT-P/H SET REPORTEDLY PAILED DURING TESTING PER IN GUTPUT VOLTAGE RIADINGS OF NIMUS ZI WOLTS DC. SPEC. REQUIRE AM CUTPUT OF IN A HIGH RESISTANCI, "MORT IN COAXIAL COMMECTOR J-103.		PROCEDURE ET-9028E, TEST-POINT ZERO HAD POGITIVE DC VOLTAGE, FAILURE WAS CAUSED	e. TEST- GE. FAIL	POINT ZERO HAD URE MAS CAUSED	
CORRECTIVE ACTION-TUR HAPPETTON OF COAXIAL C MITH THE RIV COMPOUND	CCRRECTIVE ACTION-TURVEY INSTRUCTION 103-64 PEQUIRES INSPECTION AND TESTING OF ALL P/U NATCHED SETS, INCLUDING AN I HAPECTION OF COAXIAL CONNECTORS J-103 AND J-104, THERE COAXIAL CONNECTORS ARE NOW POTTED WITH PRO-SEAL TTF, AND NOT WITH THE RIV COMPOUND USED IN THE DEFECTIVE ASSEMBLY.	CCTION AND TESTING (M ALL PVU MATCH NOW POTTED WITH	ED SETS.	INCLUDING AN I	
ELECTRICAL-A/B POWER DISTRIBUTION	CT-80-14-044 ELECIRICAL COMMECTOR	FAR 82~40002~002	\$40003 CTK	2 2	CAMPON	*****
FAILURE MODE-ELECTRIC	FAILURE HODE-ELECTRICAL OPEN CIRCUIT PROM OPEN MIRING TO PIN B OF PLUG P-30 CAUSED BY OVER TIGHTENING.	IN B OF PLUG P-30 C	AUSED BY OVER T.	S CH TENIX	ų.	
CORRECTIVE ACTION-ALE	1-ALERT FACTORY PERSONNEL TO EXERCISF. GREATER CARE IN INSTALLATION AND TIGHTENING OF ELECTRICAL PLU	ITER CARE IN INSTALL	ATION AND TISHT	ENING OF	ELECTRICAL PLU	
					4010 2974	

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STATEM SUB-STATEM	TEST/REPORT NUMBER	DIF DATA SOURCE	VEHICLE 81	SITE PRI	PRI VENCOR NAME	
ELECTRICAL-A/B POMER DISTRIBUTION	LV-A9-14-223-F HARNESS	FAR 27-61890-409			2/09	
FAILURE MODE-STRUCTRUAL OT DETERMINED BUT SHIELD	CTRUAL FAILUME DUE TO PUNCTURE OF VIHYL COVERING OF SHIELD UNDER COVERING WAS DAMAGED.	ERING OF ONE WIRE	IN BEVERAL PLA	CES. CAU	ONE WIRE IN BEVERAL PLACES. CAUSE OF FAILURE M	
CORRECTIVE ACTION-ASSEME	COKRECTIVE ACTION-ASSEMBLY AND INSTALLATION PERSONNEL NERE ADVISED OF THE FAILURE AND USE OF PROPER TOOLS WAS RE-EM	ADVISED OF THE FAILI	JRE AND USE OF	PROPER	TOOLS MAS RE-EM	
ELECTRICAL-A/B POWER DISTRIBUTION	A-A9-04-4857-F HARNESS	FAR 27-62323-1	640716 FACTORY	OR YES		77
FAILURE MODE-CONTAMINATI LTAGE, TESTS SHOWED THE C COMOUGICE RECTROSTING TO ATTON MAY HAVE SEEN A CON	FAILURE MODE-CONTANIMATION. HARNESS ASSY. REPORTEDLY FAILED WHEN CONXIAL CABLE K-3D HAD LOW DIELECTRIC BREAKDOMN VO LTACE. TESTS SHOWED THE COAKIAL CABLE K-3 BROKE DOWN AT 1400 VRMS. FAILURE WAS ATTRIBUTED TO OWE STRAND OF THE OUTER COMPUCTOR ROTRINOTIVE TOWARD THE INWER COMDUCTOR AT THE COMMECTION OF THE OUTER COMDUCTOR TO THE COMMECTOR. CONTAININ ATION MAY HAVE BEEN A CONTRIBUTOR TO THE FAILURE.	WEN CONTAL CABLE VRMS, FAILURE WAS '	K-38 HAD LOM ITTRIBUTED TO CONDUCTOR TO	DIELECTR OHE STRA THE CONN	ECTRIC BHEARDOWN VO STRAND OF THE OUTER COMMECTOR. CONTAMIN	
CORRECTIVE ACTION-INSPEC ED ON CLEANING MATERIAL F	CORRECTIVE ACTION-INSPECTION PROCEDURES AND MFGR SPEC. REQUIREMENTS CHECKED FOR CORRECT COVERAGE. EMPHASIS MAS PLACED ON CLEANING MATERIAL FROM COMMECTOR ASSEMBLIES.	REMENTS CHECKED FOR	CORRECT COVE	RAGE. EM	PHASIS WAS PLAC	
ELECTA: AL-A/B POWER DISTRIBUTION	5LV-PL-14-226-F RELAY-SMITCH	FAR 66-73901-035	640715 POIN	7 LO YES	POINT LO YES HARTHAN	26478
FAILURE MODE-FAILED OPEN AN OVERLOND.	OPEN-HICROSMITCH CONTAITED WITHIN THE RELAY CHECRED OPEN DUE TO BURNED CONTACT APPARENTLY FROM	SLAY CHECKED OFFIN DI	AE TO BURNED C	ONTACT A	PPARENTLY FROM	
CORRECTIVE ACTION-ANENDMENT I	CORRECTIVE ACTION-AMENDMENT IS TO MASA CONTRACT MAS-3-3507 REQUESTED REDESIGN ACE THE ABOVE RELAT WITH ONE OF IMPROVED DESIGN.	KGUCSTED REDESIGN O	THE FAIRING	8Y87EH.	OF THE FAIRING SYSTEM. THIS WOULD REP	
ELECTRICAL-9/B	CT-99-143-043 ELECTRICAL RELAT	FAR 88-73801-019	Maris Factory	1	TES HARTMAN ELECTR NO 1C	•••••
FAILURE MODE-FAIL DURING NT SET.	DURING OPERATION. RELAY CONTACTS DID NOT OPEN. INADEQUATE SPRING CONTACT EASILY ACCEPTS A PERNANE	PEN. INADERUATE SPI	TING CONTACT E	ABILY AC	CEPTS A PERMANE	
CORRECTIVE ACTION-PURSE	-PURSE ALL TIPICAL RELAYS AND REPLACE WITH A MON" RELIABLE UNIT.	A HOR" RELEABLE UNI	1.			
					PAGE 0109	

DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

SYSTEM SUG-RYSTEM	TEST/REPORT NIMBER FAILED COMPOMENT NAME	DIF DATA SOLACE PART NUMBER	VEHICLE SITE DATE DIT	PRI VENDOR NAME OTH VENDOR PART NO	
	GDA BNZ04-022 WIRING	FLIGHT	1350 607C 640630 0.3	YES 60/A NO	
2 1 2	FAILURE HODE-SHORT (ELECTRICAL), THE EDO SIGNAL ROSE ABRUPTLY TO A SATURATED LOR-RICH LIMIT INDICATION OF PLUS 13 W IC. II RENAINS AY THIS LEVEL UNTIL TO.1 SECONDS AND DROPPUD SHARPLY TO -1.98 VGC (NORMAL), THE EDO DATA WAS MORMAL F IN THE REST OF THE FLIGHT, THIS FAILURE IS BELIEVED CAUSED BY A SHORTED ELECTRICAL LEAD IN THE LOG HAMOMETER SIDE OF THE BRIDGE ERROR DETECTOR INCLUDING THE MANCHETER CARLING AND CONNECTORS.	LY TO A SATYMATED LO SMARPLY TO ~1.96 VBO Y A SHORTED ELECTRIC ND CONNECTORS.	ZE-RICH LIMIT INDI 1 (HORMAL), THE EC TAL LEAD IN THE LC	CATION OF PLUS 13 WIO DATA WAS MORMAL F	
ر ورد	SYSTEM EFFECT-IMPROPER ANALOG SIGNALS. VEHICLE EFFECT-MONE, NO DIRECT EFFECT OM FLIGHT, BURNARLE PROPELLANTS RESIDU ALS WERE CALCHATED TO BE 2378 LBS OF LOR AND 1167 LBS OF FUEL. ACTUAL OUTAGE OH THIS FLIGHT WAS OMLY AT LBS LESS TH AM PLANMED.	NO DIRECT EFFECT CHEL, ACTUAL QUIAGE CH	FLICHT, BURNALE THIS FLICHT MAS	PROPELLANTS RESIDU	
ن ي	VEHICLE EFFECT-MOME, NO DIREL. EFFECT ON PLIGHT, BURNABLE PROPELLANTS RESIDUALS WERE CALCULATED TO BE 2376 LBS OF L. AND 1167 LBS OF FUEL. ACTUAL OUTAGE ON THIS FLIGHT WAS ONLY BI LBS LESS THAN PLANNED.	ROPELLANTS RESIDUAL! LY 81 LBS LESS THAN	NERE CALCULATED PLANKED.	10 BE 2376 LBS Q L	
5	CORRECTIVE ACTION-ALL PU SETS WERE RECYCLED THROUGH THE FACTORY FOR INSPECTION OF MANDREL CONTING, CANISTER COMPONE NY MOUNTING AND CONNECTIONS, REDESIGN CHARELE IS ROTATE D. ALSO PLACE SLEEVING ON ALL BARE WIRES, IMPROVE G.C. AND MANURACTURES TECHNIQUES AND MORE DETAILED INSPECTION PROCESS.	TORY FOR THSPECTION LE TO PREVENT WIRE ANURACTURES TECHNISM	OF MANDREL COATH	W. CANISTER COMPONE ECEPTACLE IS ROTATE LED INSPECTION PROC	
	LV-98-20-3010F DEMOULATOR	FAR 27-45016-21	640623 ETM	YES 60/C HO	99866
7 × E	FAILURE HODE-ELECTRICAL SHORT-P/U SET REPORTEDLY FAILURE OUT OF TOLEFANCE FOR EDO WHEN ZERO PRESSURE WAS APPLIED TO THE MANOHETERS AS PER 27-90262, REPORTED FAILURE WAS CAUSED BY A HIGH RESISTANCE SHORT ACROSS CAPACITOR C-401, RUMN ING-TIME LOG YCRIFIED THAT THE MATCHING TEST WAS ONITTED ON THE COMPUTER COMPARATOR.	T OF TOLEGANCE FOR I BY A HIGH RESISTAN THE COMPUTEN COMPAN	DO WIEN ZERO PRES ZE SHORT ACROSS CA NOR.	SURE WAS APPLIED TO PACITOR C-401. RUMN	
ON-PERSONNE ITS CAUSE.	CORRECTIVE ACTION-PERSONNEL INVOLVED IN THE HANDLING, TESTING AND INSPECTION OF THESE NATCHED SETS NERE NOTIFIED OF THE FAILURE AND ITS CAUSE.	NG AND INSPECTION OF	THESE MATCHED SE	TS WERE NOTIFIED OF	
	3CV-09-14-217-18-19-F BOX-JUKCTION	FAR 49-61014-805	7102 FACTORY	HO 60/C	794467
# 5 4	FAILURE MOE-OPEM ELECTRICAL FUSES F-1 AND F-2, OPEM DURING INITIAL TEST OF MISSILE ELECTRICAL SYSTEM DUE 19 USE OF BELL BOX DURING CONTINUITY CHECKS OF JUNCTION BOX BEFORE INSTALLATION, BELL BOX DELIVERS APPROXIMATELY ONE AMPERE. THE FUSES ARE ONE MALF AMPERE.	INITIAL TERT OF MIN STALLATION, BELL BOX	IBILE ELECTRICAL I DELIYERS APPROKI	HATELY ONE AMPERE.	

CCARECTIVE ACTION-USE OF THE BELL BOX AS A TEST TOOL WAS D'SCONTINUED.

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VENDOR HANG VENDOR PART HO		בסענם אסד פר מ	HARTHAN AH-960E	PPARENTLY FROM	THIS MOULD REP	UNITED CONTROL UNKNOWN	UE TO AN OPEN M	SO NO NEANINGFU	3/0 3	N INSULATING SL BARHEL AND GROU	TER PEMEATH INS ICES.	PA6E 0110
P O T I	20	2 H 7 S	5 S	FACT A	rstem.	5 2	<u>ب</u> ا	<u>\$</u>	M Q	O G	10 EN	
\$17E TIME 01F	¥ 5	EASURE	FACTORY	8	7. 17. S	FACTORY	O EXTE	PRODUK	£ 5	100L	CRIBES RING AL	
VEHICLE DATE DIF	7101	TELEMETRY M	640612	DUE TO BURN	OF THE FAI	710E 640608	POSITION 1	O LONGER IN	3520 640509	E AND CRIM	ROSES AND S	
DIF DATA BOUNCE PART NUMBER	FAR 69-61030-601	EVED FAILED WHEN 14	FAR 66-73901-003	RELAY CHECKED OPEN	7 REQUESTED REDESIGN	FAR E7-06177-3	ANSFER FROM INTERNAL 4 CRZ.	PREVIOUSLY AND 18 H	FAR 27-61907-967	HBU.ATION OVER SPLIC T CONING BETWEEN THE	FECTS SUCH AS TEST P FACTURING SPECIFICAT	
TEST/REPORT HUMBER FAILED COMPOMENT NAME	SLV-SD-E4-4683-F DISTRIBUTION BOX	FAILURE MODE-FAIL DURING OPERATION. DISTRIBUTION BOX BELIEVED FAILED NHEN 14 TELEMETRY MEASUREMENTS COULD NOT BE OB AINED. Corpective action-mare, Failure not confirmed.	9LV-90-14-224-F RELAT-3WITCH	FAILURE MODE-FAILED OPEN-MICROSMITCH CONTAINED WITHIN THE RELAY CHECKED OPEN DUE TO BURNED CONTACT APPARENTLY FROM IN OVESLOAD.	CORRECTIVE ACTION-AMENDMENT 16 TO MASA CONTRACT MAS-3-5807 REQUESTED REDESIGN OF THE PAIRING SYSTEM. THIS WOULD REP	SLV-98-14-221-F SMITCH-MAIN POMER CHANGEOVER	FAILURE HOCE-FAILED DURING OPERATICAL SWITCH WOULD NOT TRANSFER FROM INTERNAL MOSITION TO EXTERNAL DUE TO AN OPEN H OTOR COMTROL CIRCUIT RESULTING FROM A LOOSE MOUNTING MUT ON CRE.	CORRECTIVE ACTION-THIS UNIT HAD BEEN PURCHABED BONE YEARS PREVIOUSLY AND IS NO LONGER IN PRODUCTION SO NO MEANINGFU.	HARNESS	FAILURE MODE-STRUCTURAL FAILURE INDICATED BY BURNING OF INSULATION OVER SPLICE AND CRIMP TOOL MARK ON INSULATING SL EEVC. Burn appeared to be caused by Entry of Poreign object coming betimen the plastic insulator and Barkel and Grou Moing resulting in an arc.	COMPECTIVE ACTION-WTR PERSONNEL REQUEBTED NOT TO ALLOM OBJECTB SUCH AS TEST PROSES AND SCRIBES TO ENTER BENEATH INS ALATION DURING HISSILE CHECK OUT AND TO ADHERE TO THE HANUFACTURING SPECIFICATION WHEN MAKING ANP SPLICES.	
STATEM SUG-STATEM	LLECTRICAL-A/B	FAILURE MODE-FAIL DURING TAINED. CORPECTIVE ACTION-MOME.	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-FAILED OPE AN OVESLOAD.	CORRECTIVE ACTION-AMEND LACE THE ABOVE RELAY WIT	ELECTRICAL-A/B	FAILURE HODE-FAILED DUR OTOR CONTROL CIRCUIT RES	CORRECTIVE ACTION-THIS	ELECTRICAL-A7B POWER DISTRIBUTION	FAILURE MODE-STRUCTURAL F EEVC. BURN APPEARED TO BE MDIMG RESULTING IN AN ARC.	CORFECTIVE ACTION-UTR PI ULATION DURING MISSILE CI	

15 JUN 1866

9961 NOT #1	DIFFICULTIES REVIEW-ELECTRICAL STRTEM-AIRBORNE	CTRICAL SYSTEM-AIRBO	38 ME			
EBT8Y8-608	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	BITE PRI	VENDOR NAME VENDOR PART NO	· · · · · · · · · · · · · · · · · · ·
ELECTRICAL-A/B POWER DISTRIBUTION	SLV-A9-14-220-F HARWESS	FAR 69-61611-601	71.02 640608	YES NO	5709	002500
FAILURE MODE-SHONT-ELEC ETAL SHINS CAUGHT BETHEE A TANG-LOCK DESIGN, CANN N THE PART WAS MODIFIED.	FAILURE MODE-SHONT-ELECTRICAL, PINS 66-67-86 OF MISSILE UMBILICAL RECEPTACLE 600JZ SHORTED DUE TO THE ETAL SHINS CAUGHT FROM TAD REAR FACE OF THE RECEPTACLE RESULTING FROM MODIFICATION FROM A TANG-LOCK DESIGN, CARMON ELECTRIC MODIFICATION INSTRUCTIONS DID NOT MENTION THE POSSIBLE PRESENCE OF N THE PART LAS MODIFIED.	GELICAL RECEPTACLE CEPTACLE RESULTING IN DID NOT MENTION	600JE SHORTED DUE TO THE FROM MODIFICATION FROM A THE POSSIBLE PRESENCE OF	DUE TO TH TION FROM RESENCE O	E PRESENCE OF MA BALL-LOCK TO	
CORRECTIVE ACTION-1885ED	D A SURVEY TO ACCOMPLISM A OME TIME INSPECTION	INSPECTION OF ALL	OF ALL MODIFIED CONNECTORS	crons.		
ELECTRICAL-A/B	CT-49-14-039 Electrical Pelay	FAR 86-73901-015	640528 FA	FACTORY YES	YES HARTHAN ELECTR NO ICAL	12000
FAILURE MODE-OUT OF SPE	SPECIFICATION. BELOW TOLERANCE DROPOUT YOUTAGE.	VOL. TAGE.				
CORRECTIVE ACTION-INVES	CORRECTIVE ACTION-INVESTIGATE A REPLACEMENT RELAY. PRESENT RELAY IS TOO COMPLEX FOR APPLICATION. IMPROVED VENDOR	RELAY 18 TGO COMPL	EX FOR APPLIC	TION. IM	ROVED VENDOR QU	
ELECTRICAL-A/8 POWER DISTRIBUTION	69A2146 RECEPTACLE UMBILICAL CONNECTOR	UTP-QUAL/PPT 27-04999-17	640413 60/0		TES CANNON NO 017070-1048	881776
FAILURE HODE-OUT OF TOLERANC TOR WAS BEYOND SPECIFICATION.	OF TOLERANCE, DURING 14 DAYS OF HUMIDITY TEST THE CONTACT YOLTAGE DROP ACROSS PIN 93 CENTER CONDUC	TEST THE CONTACT YO	TAGE DROP AC	005 PIN 9	S CENTER CONDUC	
CORRECTIVE ACTION-INVESTIGA R F-3071-SC-1 TO INPROVE THE D. CORRECTIVE ACTION TAKEY.	CORFECTIVE ACTION-INVESTIGATION REVEALED THE SCCRET WAS MOT SMAGED AS REQUIRED. CANNON ELECTRIC WAS ADVISED PER CAR R P-3071-SC-1 TO IMPROVE THEIR 9.C. TO INSURE THAT RECEPTACLE COAXIAL SOCRETS ARE SMAGED TO SIZE. CANNON ACRNOMLEDGE D. CORFECTIVE ACTION TAKEY. (REF. FRR 281A).	T SWAGED AS REQUIREI LE COAXÍAL SOCKETS	J, CANNON ELE ARE SWAGED TO	TRIC MAS SIZE. CAN	ADVISED PER CAR NON ACRNOMLEDGE	
ELECTRICAL-4/B FOMER DISTRIBUTION	6942141.2 Loe Level Probe	UTP-BLT 60-43205-6	6403£7 60/C	/c vE3	5/05	802234
FAILURE MODE-OFEN (ELEC	FAILURE MODE-OFEN (ELECTRICAL). AT THE COMPLETION OF BLT, Y-AXIS NON-OFERATING VIBRATION, BOTH ELEMENTS A AND B MER E FOLMO TO BE BROKEN AT BOTH TERMINAL ENDS OF EACH ELEMENT, REF. FPR NR F-42095T; 3/NDDS.	T-AXIS NON-OFERATIN REF, FFR NR F-42091	S VIBRATION, I	SOTH ELENE	NTS A AND B WER	
CORRECTIVE ACTION-TEST (W SATISPACTORY, ALSO, THI OF 0.45 SEC. REMAINS THI	CORRECTIVE ACTION-TEST COMPLETE, RESOLUTION TO CARR FAZOSSC-1 MAS THAT THE METHODS AND EQUIPMENT FOR TESTING ARE NO W SATISFACTORY, ALSO, THE VOLTAGE LIMIT FOR RESPONSE TIME CAN BE RAISED TO 1.0 VOLT FROM D.S VOLT, THE RESPONSE TIME OF D.AS SEC. REMAINS THE SAME, REF. FRR FR 854-2-64-ZIS SUPPLEMENT A.	C-1 MAS THAT THE PE AN BE RAISED TO A.O PPLEMENT A.	HODE AND EQU VOLT FROM DI	PHENT POR	TESTING ARE NO E RESPONSE TIME	
					PAGE 0111	

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SENERAL ANTES

PART NUMBER DATE DIF TIME DIF OTH VENDOR PART NO	UTP-QUAL/PPT 6403E7 60/C YES CANNON 390087 E7-04969-17 YES 017070-1043	FAILURE MODE-OUT OF TOLERANCE, DURING THE CONTINUOUS CURRENT TEST AT AMBIENT COMDITIONS, THE VOLTAGE DROP ACROSS PI M 78 WMS - YUT OF TOLERANCE, INVESTIGATION REVEALED PROBLEM WAS DUE TO PIN-BOCKET MISALIGHMENT PART MATED WITH ET-0499 8-17.	CORRECTIVE ACTION-CARR ITEM F-507R-SC-1 WAS 183UED TO FACTORY TO MINIMIZE PIN-BOCKET MISALIGHMENT BY IMPROVING THEI POITING TECHNIQUE, POTTING JIGS ARE NOW EMPLOYED. (REF. FAR ESEA).	FAR 640326 FACTORY TES KINETICS 884870 E7-08177-3 NO M-800	FAILURE HODE-CONTANINATION. FAILED TO OPERATE WHEN SMITCH STUCK IN EXTERNAL POSITION DUE TO BINDING OF BRAKE TO DRU	CORRECTIVE ACTION-VENDOR INITIATED A MACHINING OPERATION OF THE BRAKE BAND AFTER BONDING. THIS FRECLUDES POSSIBILIT OF BONDING MATERIAL ON FINISMED BRAKE BAND.	UTF-QUAL/PFT 6403E1 60/C TES CANNON 890B32 RT-04898-17 6403E1 60/C TES 017UTG-1045	FAILURE MODE-FAIL DURING OPERATION, DURING X, Y, AND Z-AKIS VIBRATION (SINE 35 G PEAK) PIN 93 AND 94 MAS INTERHITTE NILY OPEN. ALSO THE SPECIMEN WOULD NOT COMPLETELY EJECT MIEN 22 VOC MAS APPLIED TO THE SOLENDID. DURING THE PROOF CY CLE PIN 93 CENTER COMDUCTOR, 93 SHIELD, 94 SHIELD, AND 93 SHIELD WOLTAGE DROP MAS OUT-OF-TOLERANCE, PART MATED MITH ET-04998-17.	COMECTIVE ACTION-SPEC ET-04892 REVISED MATED VIRRATION REQUIREMENT FROM SINE TO RANDOM ONLY. NEW PARTS PASSED TEST	UFF-PRT 6403ED CONVAIR YES AMPHENOL 7-06347-5 NO EDDX-30-500E	PAILURE MODE-FAILED DURING OPERATION, DURING Z AXIS TEMP-ALT-VIBRATION TEST (TEMP RES DEG. F. ALT 11M HG R/S VIB. R 16 RHS SINE PLUS E 6 SQUARE PER CPS RANDON) THE SPECINEN MOULD NOT EJECT WHEN 186 LBS. OF LANYARD FORCE WAS APPLIED THE LANYARD FORCE WAS INCREASED TO ESD LBS. AND STILL THE SPECINEN WOULD NOT EJECT. PART MATED WITH P/H 7-06548-11	
TAILED COMPONENT NAME	69A2133 UT RECEPTACLE, UMBILICAL CONNECTOR 27	ANCE, DURING THE CONTINUOUS CURRENT T. INVESTIGATION REVEALED PROBLEM MAS D	CORRECTIVE ACTION-CARR ITEM F-307R-3C-1 WAS ISSUED TO FACTORY TO MI R POTTING TECHNIQUE. POTTING JIGS ARE NOW EMPLOYED. (REF. FRR EBEA).	A-09-14-215-F SMI ICH-POMER CHANGEOVER 27-(ON. FAILED TO OPERATE WHEN SMITCH STUC CEMENT ON THE BAND.	INITIATED A MACHINING OPERATION OF TH TINISHED BRAKE BAND.	69A2146 UT RECEPTACLE, UMBILICAL COMMECTOR ET	OPERATION, DURING K, T, AND Z-AKIS VI NEW WOULD NOT COMPLETELY EJECT WHEN 22 DF, 83 SMIELD, 84 SMIELD, AND 93 BMIEL	F-0480E REVISED MATED VIRRATION REQUIR	6941828-3 DISCONNECT - STAGING, AUTOFILOT 7-	W OPERATION, DURING Z AXIS TEMP-ALT-V RE PER CPS RANDON) THE SPECIMEN WOULD KREASED TO 25D LBS, AND STILL THE BPE	
Line	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE HODE-OUT OF TOLER H 78 WAS OUT OF TOLERANCE. 8-17.	CORRECTIVE ACTION-CARR IT	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE HODE-CONTANINATION, FAILED TO OPERATI M RESULTING FROM PLYABOND CENENT ON THE BAND.	CORRECTIVE ACTION-VENDOR INITIATED A MACHINI: Y OF BONDING MATERIAL ON FINISHED BRAKE BAND.	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-FAIL DURING NTLY OPEN, ALSO THE SPECIM CLE PIN 33 CENTER COMDUCTO E7-04998-17.	CORRECTIVE ACTION- BPEC ET	ELECTRICAL COM	PAILURE MODE-FAILED DURING O G RMS SING PLUS E 6 30UAL. THE LAWYARD FORCE WAS IN.	

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ARTHUR PROGRAMMENT AND	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	CTRICAL SYSTEM-AIRD	-	F		
\$1816H \$46-51916H	TESTAFFERS NUMBER	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	SITE PRI	I VENDOR NAME	
COPRECTIVE ACTION-HONE, UPOSE, PART ORIGINALLY EED ON SATISFACTORY FLIGH	CORRECTIVE ACTION-NOME, INVESTIGATION OF CLEARANCES AND HATERIALS USED INDICATE THAT THEY ARE ADEQUATE FOR THEIR UR UPOSE, PART ORIGINALLY DESIGNED TO SINE ONLY REGMT, PROPOSAL TO REDESIGH PART WAS DISAPPROVED BY E.C.B. 8-11-64, BAS ED ON SATISFACTORY FLIGHT HISTORY, (REF-FRR 1508).	TERIALS USED INDICA	TE THAT THEY	IRE ADEQU ED BY E.C	ATE FOR THEIR UR. B. 6-11-64, SAB	******
ELECTRICAL-A/B	69AZ148 RECEPTACLE, UMBILICAL CONNECTOR	UTP-QUAL/PPT	6403ED 60/C		YES CANNON YES 017069-1043	15041
FAILURE MODE-CONTANTNAT AS OUT OF TOLERENCE, ALS	AMINATION. DURING TEMPERATURE SHOCK TEST, THE CURRENT THROUGH THE SOLENOID AT MINUS 3D DEGREES F E. ALSO THE VOLTAGE DROP ACROBS PIN 83 MAS OUT OF TOLERENCE. PART IS MATED WITH P/N E7-DASS6-17.	THE CURRENT THROUGH	H THE SOLENOII	AT HINU	SOLENDID AT MINUS 3D DEGREES F W IS MATED WITH P/H R7-D4996-17.	
CORRECTIVE ACTION-REVISION URRENT LIMITS FOR 77 DEG F.	-REVISION D TO SPEC ET-0489E DELETED THE MAXIMUM CURRENT LIMIT AT MINUS SO DEG F AND REVISED THE TY DEG F, VOLTAGE DROP DISCREPENCY DISAPPEARED WHEN THE CONTACTS MERE CLEANED. /REF' FRR 1484/.	MAXIMUM CURRENT LIP	IT AT HIMUS SO	DEG F AND INED. /REF'	NG REVISED THE C F' FRR 146A/.	
ELECTRICAL-A/B POMER DISTRIBUTION	69A1926.3 D13CONNECT - STAGING, AUTOPILOT	UTP-PRT 7-06446-11	6403E0 60/C	7. 468	8 AMPHENOL. 2007-30-5209	678088
FAILURE MODE-FAIL DURIN CT WHEN 166 LBS OF LANY D MOT EJECT, PART MATED	DURING OPERATION, DURING Z-AXIS TEMPERATURE, ALTITUDE, VIBRATION TEST, THE SPECIMEN WOULD NOT EJE Lantard Force was applied. The Lahtard Force was increased to 250 LBS and Still the Specimen woul Mated with P/M 7-06347-5.	UME, ALTITUDE, VIBN ORCE MA INCREASED	ATION TEST, TO	E SPECIM	EH WOULD NOT EJE HE SPECINEN WOUL	
CGRECTIVE ACTION-NOME. URPOSE: PART ORIGINALLY 64 BASED ON SATISFACTORY	CCRECTIVE ACTION-MONE. INVESTIGNTION OF CLEARANCES AND MATERIALS USED INDICATED THAT THEY ARE ADEQUATE FOR THEIR P RPOSE. PART ORIGINALLY DESIGNED TO SINE ONLY REQUIRENT. PROPOSAL TO REDESIGN PART WAS DISAPPROVED BY E.C.B. 8-11- 4 BASED ON SATISFACTORY FLIGHT HISTORY. REF. FRR 1508.	TERIALS USED INDICA PROPOSAL TO REDESIG	TED THAT THEY N PART WAS DE	ARE ADEG	UATE FOR THEIR P BY E.C.B. 6-13*	
ELECTRICAL-A/B POLER DISTRIBUTION	LV-A9-14-213-C HARREDS	FAR 27-62748-811	640318 FA	FACTORY TE	YES 60/C NO	2703.0
FAILURE MODE-STRUCTURAL	FAILURE MODE-BYRUCTURAL PAILURE OF INBULATION REBULTING PROM SEVERE BENDING. CIRCUIT NOT INTERRUPTED.	OH SEVERE BENDING.	CIRCUIT MUT 31	terrup te	ė	
CORRECTIVE ACTION-MARMESS ASSEMBLY REPLACED.	SS ASSEMBLY REPLACED.					
CLECTRICAL-A/B POWER DISTRIBUTION	LV-88-14-214-F SWITCH-POWER CHINGEOVER	FAR 27-06106-801	2630 ETR	4	S UNITED CONTROL	
FAILURS MODE-CONTANINAT TION AS A RESULT OF CORR	FAILURG MODE-COMTANINATION, PAILED MHEN BMITCH BTOPPED IN EXTERNAL POBITION AND COULD NOT BE MOVED TO INTERNAL POBI Ion ab a result of corrobion. BPECIFICATIONS FOR THIS BWITCH DO NOT CALL FOR HERNETIC BEALING.	EXTERNAL POSITION A CH DO NOT CALL POR	ND COULD NOT BE H HERNETIC BEALING.	E HOVED	TO INTERNAL POST	

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GENERAL ... MANICA CONVAIR DIVISION

BYBIEZ BUB-STREE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE SITE PRI DATE DIF TIME DIF OTH	F OTH VENDOR PART NO	
CORRECTIVE ACTION-BURVEY	T OF SMITCHES ACCOMPLISHED ON CERTAIN MISSILES. OTHERS NOT SURVEYED BECAUSE OF PHASEOUT.	AIN MIBSILES. OTHERS	NOT SURVEYED BECA	USE OF PHASEOUT.	•
ELECTRICAL-A/B POWER DISTRIBUTION	LV-A9-14-EIE-F BUITCH-POMER CHANGEOVER	FAR E7-06106-601	\$40311 FACTORY	YES UNITED CONTROL. NO 1277-1A	***************************************
FAILURE MODE-CONTAMINAT OR EXTERNAL POSITION AS	FAILURE MODE-CONTANINATION. FAILED WHEN SMITCH STOPPED IN INTERMEDIATE POSITION AND COULD NOT BE MOVED TO INTERNAL. OR EXTERNAL POSITION AS A RESULT OF CORROSION. SPECIFICATIONS FOR THIS SWITCH DO NOT CALL FOR HERHETIC SEALING.	INTERMEDIATE POSITIO	N AND COULD NOT B	E MOVED TO INTERNAL RHETIC SEALING.	
CORRECTIVE ACTION-SURVEY	Y OF SWITCHES ACCOMPLISHED ON CERTAIN HISSILES. OTHERS NOT SURVEYED BECAUSE OF PHASE OUT.	AIN MISSILES. OTHERS	NOT SURVEYED BECA	USE OF PHASE OUT.	
ELECTRICAL-A/B POWER DISTRIBUTION	69A2631.E JUNCTION BOX-THRUST SECTION	UTF-SLT 69-61030-3	640311 60/C	YES 60/C NO	****
FAILURE HODE-STRUCTURAL EMP 100 DEG F-ALT 17M HG THERS MERE, FOMO RUITE L COMMECTOR SOCKET 146 MHE	FAILURE HODE-STRUCTURAL. DURING X, Y, AND Z-AXIS RANDOM/SINE VIBRATION-TEMPERATURE-ALT;TUDE (SLT LEVEL VIBRATION, T EMP 100 DEG F-ALT 17M HG) THE SPECIMEN EXHIBITED INTERHITTENT OPEN ON CIRCUIT JAG. CASE TO CHASSIS SCREW FELL OUT, O THERS HCRE FOAMD RUITE LOOSE. INVESTIGATION OF INTERHITTENT OPEN REVEALED CAUSE DUE TO BROKEN CONTACT SPRING ON THE COMMECTOR SOCKET JAG WHICH WAS CONSIDERED A RANDON FAILURE.	INE VIBRATION-TEMPERA ENT OPEN ON CIRCUIT J IT OPEN REVEALED CAUSE	TUME-ALT.TUDE (SL 46. CASE TO CHASS DUE TO BROKEN CO	T LEVEL VIBRATION, T IS SCREW FELL OUT, O MTACT SPRING ON THE	
CORRECTIVE ACTION-THE I VLRTIED. SKRVET INSTRUCT REWS, BACKSHELLS, TERMIN	CORRECTIVE ACTION-THE INTERHITTENT OPEN MAS A RANDOM FAILURE CAUSED, IT WAS THOUGHT, BY IMPROPER HANDLING, WEFIED. SURVEY INSTRUCTION S/M 42-64 MAS ISSUED SO APRIL 1864 TO SURVEY ALL SOMES MANUFACTURED TO DATE FOR REMS, BACKSHELLS, TERHIMAL DOARD MUTS, AND DIMENSIONS, (REF. FRR 190A).	URE CAUSED, IT MAS TH 1864 TO SURVEY ALL BO F. FRR 190A).	OUGHT, BY IMPROPE KES MANUFACTURED	R HANDLING, BUT NOT TO DATE FOR LODGE BC	
ELECTRICAL-A/B POWER DISTRIBUTION	69AZ141.E LOE LEVEL PROBE	UTP-PRT 60-43205-8	640309 6070	YES 40/A NO	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
FAILURE MODE-OPEN (ELEC E OPEN, REF, TASK HISTOR	(ELECTRICAL). DURING THE PRT, POST NON-OPERATING VIBRATION PROOF CYCLE, BOTH ELEMENT CIRCUITS MER History s/hous.	OPERATING VIBRATION P	ROOF CYCLE, BOTH	ELEMENT CIRCUITS MER	
CORRECTIVE ACTION-RENOR	REWORK UNIT BY 1.R. TO BLUE PRINT AND REINSTATE IN PROOF CYCLE.	EINSTATE IN PROOF CYC	į.		
ELECTRICAL-A/B	SVAISES.1 DISCONNECT - STAGING, AUTOFILOT	UTP-BLT 7-06347-9	640304 60/C	YES ANPHENOL NO ROOK-30-5002	+
FAILURE HODE-FAIL DURING AS AFFLIED AT AN ANGLE OF RCE OF 105 LBS. (SPEC IS	FAILURE HODE-FAIL DURING OPERATION, DURING THE LANYARD ANGLE FULL TEST, THE SPECIMEN WOULD NOT EJECT WHEN EDD LBS W AS AFFLIED AT AM ANGLE OF 10 TO S DEGREES. THE AMOLE WAS REDUCED TO ZERO AND THE SPECIMEN EJECTED WITH AN APPLIED FO RCE OF 10S LBS. (SPEC IS ES TO 110 LBS) PART IS MATED WITH 7-06346-11.	GLE PULL TEST, THE SP EDUCED TO ZERO AND TH 7-06348-11.	ECINEN WOULD NOT E APECINEN EJECTE	EJECT WHEN EDD LBS W D WITH AN APPLIED FO	
CORRECTIVE ACTION-NOME.	MOME. WITH THE CUMMLATIVE EPFECTS OF TESTING, THERE IS REASONABLE DOUST THAT THE CAUSE OF FAILURE	STIMS, THERE IS REASO	HABLE DOUBT THAT	THE CAUSE OF FAILURE	
				PAGE 0114	

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	881748				918068		·	803878			
VEHICLE BITE PRI VENDOR NAME.	HT HISTORY OF	TES AMPHENOL. NO EDDX-30-5EDS	1 WEN 200 LBS	OF FAILURE COU	YES AMPHENOL YES 200K-30-5208	E VOLTAGE DROP DEG. F. TEST S. THE PART WA 18LY, CONTANIN NIACT VOLTAGE		50 70	RATION, TEMP 1 D INSIDE THE 4	ED TO DATE FOR	PASE 0119
# 5 # 5	FL16	# Q	EJEC TED N	SET E	YES	53 47 28 53 47 2 50 50 50 50 50 50 50 50 50 50 50 50 50		ž Š	A CENT	2	
817E TIME DIF	XCESSFUL	5/Q 5	POULD NOT	ST THAT C.	3/Q 3	JT-OF-TOLE IBILIZED / F/N T-DC THAT (1)		50 / C	BOUNCED A	ES MANUF.	
VEHICLE DATE DIF	ASED ON BU	440304	SPECIMEN I	MABLE DOUE	640226	RATION, ON ECIMEN 31/ MATED WITH INDICATES ON TO MEET		722079	LOGSE AND	FR 148A)	
DIF DATA SCURCE PART NUMBER	IBAPPROVED 640615 B	UTP-BLT 7-06348-11	ELE PULL TEST, THE REDICED TO ZERO AND TH 7-06347-5,	ING, THERE IS REASO .C.B. 6-11-64-BASED	UTP-SLT 7-06346-11	ATHE THE Z AXIS VIB CCCMPLISHED WITH SP THIS THE. PART IS ERE COSTAINED. THIS TICLENT WIRING ACTI		UTF-SLT 69-41016-601	4-TEMPERATURE-ALTIT DANECTOR JA BECAME	DIMENSIONS. (REF.	
TEST/REPORT NUMBER FAILED COMPONENT NAME	PROPOSAL TO REDESIGN PART ON ECP WAS DISAPPROVED GADSIS BASED ON SUCCESSFUL FLIGHT HISTORY D B).	88419E6.1 BISCONNECT - 8TAGING, AUTOPILOT	D DURING CPERATION, DURING THE LANYARD ANGLE PULL TEST, THE SPECIMEN MOULD NOT EJECT MHEN 200 LBS. ANGLE OF 10 AND S DEGREES. THE ANGLE WAS REDIKED TO ZERO AND THE SPECIMEN EJECTED WITH AN APPLIED /SPEC. IS 25 TO 110 LBS/ PART IS MATED WITH ?-D6347-5.	ALATIVE EFFECTS OF TESTI IN PART DISAPPROVED BY E.	6941926.1 Disconnect - Stabine, Autopilot	F TOLERANCE, DURING THE PROOF CYCLE FOLLOWING THE Z AXIS VIBRATION, OUT-OF-TOLERANCE WOLTAGE DROP RECORDED ON SEVERAL PINS. THIS TEST HAS ACCOMPLISHED WITH SPECIMEN STABILIZED AT 210 DEG. F. TEST ATHER THAN COMDUCT A FAILURE AMALYSIS AT THIS THE, PART IS MATED WITH PLA T-DOSAT-S. THE PART WA LACED. AT THIS TIME ACCEPTABLE READINGS WERE OBTAINED. THIS INDICATES THAT (1) FOSSIBLY, CONTAMIN REIMALLY OR (2) EMBACEMENTS PRODUCED SUFFICIENT WIRING ACTION TO MEET SPECIFIED CONTACT VOLTAGE 1508)		M BCREW	PUAL. DURING Z-AXIS RANDOM/SINE VIBRATION-TEMPERATURE-ALTITUDE TEST (SLT LEVEL VIBRATION, TEMP 16) ONE OF THE FOUR HOUNTING SCREWS FOR CONNECTOR JA BECANE LOGSE AND BOUNCED AROUND INSIDE THE	URYET INSTRUCTIONS SZN 42-84 MAS 18SUED SO APRIL 84 TO SURYET ALL BOXES MANUFACTURED TO DATE FOR MS, TERHINAL BOARD WUTS, BACKSHELLS, AND DINENSIONS. (REF. FRR 148A).	
FAILE	POSAL TO RED	89A19E6.1 013CONNECT	NG OPERATION OF 10 AND 5 . 13 25 TO 11	WITH THE CUR	69A19E6.1 DISCOMECT	HANCE, DURING ON SEVERA THAN COMDUCT AT THIS TIS ALLY OR (2) R		69AE630.E JUNCTION BOX BOREM	DURING 2-A3	INSTRUCTION ERMINAL BOAR	
SUG-SYSTEM	COULD BE DETERMINED, PROPO PART (REF. FRR15G A AND B).	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-FAILED DURING OPERATION, DURING THE LANYARD ANGLE PULL TEST, THE SPECIMEN WOULD NOT EJECT WHEN 200 LBS. WAS APPLIED AT AN ANGLE OF 10 AND 5 DEGREES. THE ANGLE WAS REDICED TO ZERO AND THE SPECIMEN EJECTED WITH AN APPLIED FORCE OF 103 LBS. /SPEC. IS 25 TO 110 LBS/ PART IS WATED WITH 7-06347-5.	CORRECTIVE ACTION-NOME. WITH THE CUMMLATIVE EFFECTS OF TESTING, THERE IS REASONABLE DOUBT THAT CAUSE OF FAILURE COU LD BE DETERHINED. PROPOSAL TO REDESIGN PART DISAPPROVED BY E.C.B. 8-11-64-BASED ON SUCCESSFUL FLIGHT HISTORY OF PART. . REF-FRR 150 A AND B.	FLECTRICAL-A/B	FAILURE HODE-OUT OF TOLERANCE, DURING THE PROUF CYCLE FOLLOWING THE Z AXIB VIBRATION, OUT-OF-TOLERANCE WOLTAGE DROP MEASUREPENTS WERE RECORDED ON SEVERAL PINS. THIS TEST IMS ACCOMPLISHED WITH SPECIMEN STABILIZED AT 200 DEG. F, TEST HAG MAS CONTINUED RATHER THAN COMDUCT A FAILURE AMALYSIS AT THIS THET IS MATED WITH P.N T-DGSAT-S. THE PART WAS ELECTED AND RE-EMGAGED. AT THIS TIME ACCEPTABLE READINGS WERE OBTAINED. THIS INDICATES THAT (1) FOSSIBLY, CONTAMINATES PRESENT OR GINALLY OR (2) ENGAGEMENTS PRODUCED SUFFICIENT WIRING ACTION TO MEET SPECIFIED CONTACT VOLTAGE DROP TEST (REF-FRR 1508)	CORRECTIVE ACTION-HOME.	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MOE-STRUCTRUAL, DURING Z-AXIS RANDOM/SINE VIBRATION-TEMPERATURE-ALTITUDE TEST (SLT LEVEL VIBRATION, TEMP NO DEG F, ALT 1 MM HG) ONE OF THE FOUR HOUNTING SCREWS FOR CONNECTOR JA BECAME LOGSE AND BOUNCED AROUND INSIDE THE UNCTION BOX,	CORRECTIVE ACTION-SURVEY LOOSE MOUNTING SCREWS, 1	

GENERAL UTHANICS CONVAIR SIVISION DIFFICULTIES REVIEW-ELECTRICAL STSTEM-AIRBORNE

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VENDOR NAME VENDOR PART NO	YES AMPHENOL YES EDDX-30-5209	INE 236 RMS TH AN APPLI SEPARATE TH	PPROVED BY	YES AMPHENOL Yeb Rodx-30-5002	FAILED TO THEEN MATIN		PPROVED BY	AHPHENOL 2008-30-5002	OLTAGE DROP COMDUCT A F S TIME ACCE (E) ENGAGEN		YES AMPHENOL YES EGGK-3G-SEGS	OLTAGE DROP CONDUCT A F TIME ACCEP E) ENGAGENE
BITE PRI	60/C YES	UDE TEST (S TO EJECT HI EQUIRED TO	DEBICH DISA	GO/C YES	HE SPECIMEN GALLING BE		DESIGN DISA	5/Q 5	TOLERANCE WATHER THANGED, AT THE GIMELT OR RR 1508).		60/C YES	TOLERANCE W ATHER THAN S ED. AT THIB INALLY OR G
VEHICLE CATE DIF T	640224 6	RATURE-ALTIT IMEN FAILED 30 LBS WAS R	CPOSAL TO RE	4 0221 6	TUDE TEST, T ION REVEALED		OPOSAL TO RE	9 132079	110N, OUT OF TOLERANCE) CONTINUED RATHER THAI) AND NE-ENGAGED, AT TI : PRESENT ORIGINALLY OR TEST, (REF-FRR 1508).		9 122019	ION, OUT-OF- CONTINUED R AND RE-ENGAE PRESENT ORIG
DIF DATA SOURCE PART NUMBER	UTP-5LT 7-06346-11	INE VIBRATION-TEMPEI E 1 HN HG) THE BPEC! A PULL FORCE OF 111	OMLY REGULAEMENT, PROPOSAL TO REDEBIGN DISAPPROVED BY ECB FAR 150 8).	UTP-5LT 7-06341-8	ON-TEMPERATURE ALTI-		OMLY REQUIREMENT, PRO (REFFRR150B).	UTP-SL: 7-06547-5	Odine V .XIS VIBRAT ECTION. 'ESTING WAS FE PART VECTED , CONTAN' NAMTS WERE NTACT VOLTAGE DROP 'S		UTP-8LT 7-06346-11	OWING Y AXIS VIBRAT! ECTION: TESTING WAS E PART WAS EJECTED ! CONTANINANTS WERE !
TEST/REPORT NUMBER FAILTD COMPONENT NAME	6-1 INECT - STAGING, AUTOPILOT	FAILURE MODE-FAIL DURING OPERATION. DURING Z-AXIS RANDOM/31NE VIBRATION-TEMPERATURE-ALTITUDE TEST (SINE 25G RMS, RA Noom 3 & Square Per CPS, Temperature 260 Degrees F, Altitude 1 mm m6) The Specimen Failed to Eject mitm am applied L Annard Force of 183.8 LB3. (Specification 18 25 to 110 LB3) a pull force of 1100 LB3 was required to separate the ma Time Halves. Part mated with 7-08347-5 and 7-08348-11.	CORRECTIV" ACTION-NOME, PART ORIGINALLY DESIGNED TO SINE ONLY REDUTH -11-64 DANED ON SUCCESSFUL FLIGHT HISTORY OF PART, (REF' FAR 150 B).	69A1926.1 DISCOMECT - STAGING, AUTOFILOT	UCTURAL. DURING Y AXIS RANDOM SINE VIBRATION-TEMPERATURE ALTITUDE TEST, THE SPECIMEN FAILED TO EJEC Lanyard Force of 1:09 1886. 18PEC. 18 23 TO 110 188.) Examination Revealed Galling Betheen Nating Ha Mith P/N 7-06548-11.		CORRECTIVE ACTION-NOME. PART ORIGINALLY DESIGNED TO SINE ONLY REQUIRENENT, PROPOSAL TO REDESIGN DISAPPROVED BY E.C 4-11-64 ON BASIS OF SUCCESSFUL FLIGHT HISTORY OF PART. (REFFRRISOB).	8941926.1 DISCOMECT - STAGING, AUTOPILOT	FAILURE MODE-OUT OF TOLERANCE, DURING THE PHOOF CYCLE FOLLOWING Y LYIS VIBRATION, OUT OF TOLERANCE WOLTAGE DROP HEA SUMFHURE RECOPDED ON SEVERAL HINS BEFORE AND AFTER ELECTION, "ESTING WAS CONTINUED RATHER THAN COMDUCT A FAILURE ANALYSIS AT THIS THE, PART MATELY WAS ELECTED AND HE-ENGAGED, AT THIS TIME ACCEPTAB LE SUMBHURS WERE OBTAINED. THIS INDICATES THAT (I) POSSIBLY, CONTANTHANTS WERE PRESENT ORIGINALLY OR (E) ENKAGENENTS PRODUCED SUFFICIENT WIPING ACTION TO MEET THE SPECIFIED CONTACT WOLTAGE DROP TEST, (REF-FRR 150B).		6841926.1 DISCONNECT - STAGINS, AUTOFILOT	FAILURE MOCE-OUT OF TOLERANCE, DURING THE PROOF CYCLE FOLLOWING Y AXIS VIBRATION, OUT-OF-TOLERANCE VOLTAGE DROP MEA SUMEMENTS WERE RECORDED ON SEVERAL PINS BEFORF AND AFTER EJECTION, TESTING MAS CONTINUED RATHER THAN CONDUCT A FAILU RE ANALYSIS AT THIS TIME, PART MATED MITH PAN T-00347-5. THE PART WAS EJECTED AND RE-ENGAGED, AT THIS TIME ACCEPTABL E READINGS WERE OSTAINED. THIS INDICATES THAT (S) POSSIBLY, CONTAMINANTS WERE PRESENT ORIGINALLY ON (S) ENGAGENENTS
	69A19E6-1 OH DISCONNECT	AIL DURING OPERATI PER CP3, TEMPERA 183-8 LB3. (PPEC) RT MATED WITH 7-01			STRUCTURAL. DURING Y AK SED LANYARD FORCE OF BOD ED MITH P/N 7-06348-11.	- NOVE	TON-NONE. PART OR		NUT OF TOLERANCE. RECORDED ON SEVER THIS TIME, PART W. E. OBTAINED, THIS CLENT WIPING ACTIO	I ON- HOME.		NT OF TOLERANCE, I RECORDED ON SEVERI THIS TIME, PART NO OBTAINED, THIS II
3757EM 3:03-3757EM	ELECTRICAL-A/B POMER DI: TRIBUTION	FAILURE MODE-FAI MDOM 3 6 SQUARE P ANTARD FCRCE OF 1 TIME HALVES. PART	CORRECTIVE ACTIO	ELECTRICAL-A/B	FAILURE MODE-STRI T WITH AN APPLIED LVES. PART MATED N	VEHICLE EFFECT-NONE	CORRECTIVE ACTION-NOME 8. 6-11-64 ON BASIS OF	ELECTRICAL-A/B	FAILURE MODE-OUT SUMTHENTS WERE RE RE ANALYSIS AT TH LE SCADINGS WERE PRODUCED SUFFICE	CORRECTIVE ACTIO	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OUT SUPEMENTS MERE REI RE AMALTSIS AT THI E READINGS MERE OF

11 JUN 1166

8787EN 848-8797EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
PRODUCED SUFFICIENT MIPIN	PRODUCED SUFFICIENT MIPING ACTION TO MEET THE SPECIFIED CONTACT VOLTAGE DROF TEST. (REF-FRRISDB) CORRECTIVE ACTION-MOME.	ACT VOLTAGE DROP TEL	T. (REF-FRA150B).		186060
ZLECTRICAL-A/B	69A1926.1 DISCONNECT - STAGING, AUTOPILOT	UTF-5LT 7-06540-11	6402E1 60/C	YES EGGX-50-5209	*2*0**
FAILURE MODE-OUT OF TOLE APPLIED LANYARD FORCE OF MATED WITH P/N 7-06347-5.	FAILURE MODE-OUT OF TOLERANCE. DURING Y-AXIS RANDOM SINE VIBLATION-TEMPERATURE THE SPECIMEN FAILED TO EJECT WITH AN APPLIED LANYARD FORCE OF 209 LBS. (SPEC IS 25 TO 110 LBS) EXAMINATION REYEALED GALLING BETWEEN NATING MALVES. PART ATED WITH P/N 7-06347-5.	BLATION-TEMPERATURE XAMINATION REYEALED	THE SPECIMEN FAIL GALLING BETWEEN M	ED TO EJECT WITH AN ATING MALVES, PART	
CORRECTIVE ACTION-NOWE.	CORRECTIVE ACTION-MOME, PART ORIGINALLY DESIGNED TO SINE VIBRATION REQUIREMENT OMLY. PROPOSAL TO REDESIGN DISAPPROV Ed by E.C.B. 6-11-64 ON BASES OF SUCCESSFUL PLIGHT HISTORY OF PART (REF. FRR 1508).	BRATION REQUIREMENT F PART (REF. FAR 15	OMLY. PROPOSAL TO	REDESIGN DISAPPROV	·
ELECTRICAL-A/B POWER DISTRIBUTION	CT-99-14-032P HARNESS	FAR	640219 FACTORY	NO PHILIDELPHIA W	150580
FAILURE MODE-STRUCTURAL.	UCTURAL. LONGITUDINAL INSULATION CRACKS IN WIRE.	MRE.			
CORRECTIVE ACTION-INVEST NCLUDE CONCEPT OF 60/C SP	CORRECTIVE ACTION-INVESTIGATE QUALITY OF WIRE STOCK, REJECT UNACCEPTABLE MATERIAL, UPDATE RECEIVING INSPECTION TO I CLUDE CONCEPT OF 60/C SPECIFICATION 0-75065.	UNACCEPTABLE MATER	AL. UPDATE RECEIV	ING INSPECTION TO I	
ELECTRICAL-A/B POWER DISTRIBUTION	69A2146 RECEPTACLE, UMBILICAL CONNECTOR	UTP-GLAL/PPT 27-07987-3	640219 60/C	YES CANNON YES DATOTO-1072	00000
FAILURE MODE-STRUCTURAL. \$ BRCKE, ALL PINS BEING W C LOOSE, THE RECEPTACLE F NO 64 NEPE OUT-OF-TOLERAN OPEN OR INTERMITTENT OPER	FAILURE MODE-STRUCTURAL, DIMING Z-AXIS VIBRATION (SINE-ONLY 35 G FEAK) FOUN RECEPTACLE FACE TO CASE RETAINING SCREWS BECAKES, ALL PINS BEING MONITORED INDICATED INTERMITIENT ON OPEN CAMDITION. THE PLUG GUIDE PIN AND FACE SCREWS BECAKES, THE PLUG GUIDE PING PROOF CYCLE VOLTAGE DROP ACROSS PINS E AND 66 MCPE, OUT-OF-TOLERANES, PART MATED WITH 27-27986-3, DURING X AND Y AXIB VIBRATION THE SPECIMEN AGAIN EXHIBITED OPEN OR INTERMITTENT OPERATION AS WELL AS EXCESSIVE VOLTAGE DRUP ACROSS PINE.	33 6 FEAK) FOUN RECOPEN COMBITION. THE LED COUT. DURING PRODRING PRODRUP A CROSS FIN R.	EPTACLE FACE TO C PLUG GUIDE PIN AN P CYCLE VOLTAGE HATION THE SPECIN	ASE RETAINING SCREW D FACE SCREWS BECAM ROP ACROSS FINS & A EN AGAIM EXHIBITED	
CORRECTIVE ACTION-THE SCI N 27-0491E WAS REVISED TO R 186).	CORRECTIVE ACTION-THE SCREWS WERE REPLACED AND/OR TIGHTENED AND YEST CONTINUED TO NEXT AXIS VIBRATION. SPECIFICATIO 1 27-04812 MAS REVISED TO LOWER THE VIBRATION REQUIREMENT TO A MORE REALISTIC LEVEL FOR THE MATED CONDITION. REF. FR 1861).	AND TEST CONTINUED A MORE REALISTIC L	TO NEXT AKIS VIBN VEL FOR THE MATED	ATION, SPECIFICATIO CONDITION, REF. FR	-

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	013475		881038		99199		•		- - -
VENDOR HAME	YES 60/C NO	LEVEL VIBRATIO AMINATION REVE E AND THE SCRE THOUSE TERNIN WERE ADDED TO	YES AMPHENOL NO 200X-30-5209	D SWELLED. THE BASED ON SUCCE	YES AMPHENOL YES EDOX-30-5209	GE DROP ACROSS T FLEXING THE PROVED BY E.C.	TES AMPIENOL TES EDOX-30-500E	EE DROF ACROSS T PLEAING THE	
FR1 OTH	1	1 (BLT JZD, EX ED LOOS DATE FO DATE FO	7E3	ATED AN	75.	E VOLTA	763	. VOLTA	
917E 71ME 01F	CORVAIR	DE TEST	5/O3	ELONG.	3	.57. THE O. BE V.	6 0/c	01, THE	
VEHICLE DATE DIF	640213	URE-ALTITU OPEN ON CI I IT BITLL II TENIUE HANUFACTUR	440212	THE O-RIMG SEAL ELONG DISAPPROVED BY E.C.B &	640210	E PIN COUL	012010	E BHOCK TE	
DIF DATA SOURCE PART NUMBER	U19-5LT 60-61050-807	VIBRATION-TEMPERATED AND AND AND AND AND AND AND AND AND AN	UTP-PRT 7-06346-11	NOCKET FUEL THE C	UIP-PRT 7-06346-11	THE THE TEMPERATURAGE DROP ACROSS OF 17-5.	UTP-PRT 7-06347-9	ING THE TEMPERATURAGE DROPE ACROSS ON 6-11.	
TEST/KEPORT NUMBER FAILED COMPONENT NAME	694829.E Distribution dox-screw	FAILURE MODES. PLECTRICAL. THE T AND Z AXIS RANDOM/ SINE VIBRATION-TEMPERATURE-ALTITUDE TEST (BLT LEVEL VIBRATIO). TEMP. 100 DES. F. ALT. 1 MH HG) THE TEST SPECIMEN EXHBITED AN INTERHITTANT OPEN ON CIRCUIT 120. EXAMINATION REVE. LO TEMPINAL BOARD MUT WAS LOOSE. WHEN THE MUT WAS TIGHTENED ABOUT A HALF TURN IT STILL APPEARED LOOSE AND THE SCRE! SHEARD OFF. CONCLUSION-SCREW WAS PREVIOUSLY OVER TORBUED. CORRECTIVE ACTION-SURVEY INSTRUCTION 3/N 42-64 WAS 13SUED TO SURVEY ALL BOXES MANUFACTURED TO DATE FOR LOOSE TERMIN L. BOARD MUTS MERE ADDED TO HE DRAWING. (REFFRR 171A)	69419EF.1 DISCOMECT - STAGING, AUTOPILOF	FAILURE FOGE-FAIL DURING OPERATION, DURING IMMERSION TEST IN ROCKET FUEL THE O-RIMG SEAL ELCNGATED AND SMELLED. THE PART IS MAIED WITK PAN 7-08347-5. UNKRECTIVE ACTION-WINE, PROPOSAL TO REDESTGN THE STAGING DISCONNECT WAS DISAPPROVED IN E.C.B 8-11-64 BASED ON SUCCESTULE ALTHAIGKY OF PART. THE TEST WAS CONTINUED AFTER REPLACING THE OFFING WITH A NEW ONE.	6941926.3 DISCOMMECT - STACING, AUTCRILOT	FAILURE WODE-OUT OF TOLERANCE. DURING THE PROOF CYCLE FOLLOWING THE TEMPERATURE SHOCK TEST, THE VOLTAGE DROP ACROSS TWO PINS WERE OUT-OF-TOLEMANCE, IT WAS NOTICED THAT THE VOLTAGE DROP ACROSS CHE PIN COULD BE VARIED BY FLEXING THE WIRES ATT.CHED TO THE SPECIMEN. PART IS MATED WITH P/N T-D8347-5. CORRECTIVE ACTION-WOME. INVESTIGATION COULD NOT DUPLICATE FAILURE, PROPOSAL TO REDESIGN PART WAS DISAPPROVED BY E.C.	69A1926.3 DISCONMECT - BTAGING, AUTOFILOT	PAILURE MODE-OUT OF TOLERANCE. DURING THE PROOF CYCLE FOLLOWING THE TEMPERATURE BINCK TEST, THE VOLTAGE DROF ACROSS TWO PINS MERE OUT OF TOLERANCE, IT MAS NOTICED THAT THE VOLTAGE DROP ACROSS ONE PIN COULD SE VARIED BY PLEXING THE WIRES ATTACHED TO THE SPECIMEN. PART IS MATED WITH P/N 7-05348-11.	
9757Ex 318 - 3737Ex	FLECIRICAL-A/B	FALLURE MODE-OPEN ELECTRICAN N. TEHP, 100 DEG, F. ALT, 1 ALCO TERNIAL BGARD NUT WAS W SHEARED OFF, CONCLUSION-SCI CORRECTIVE ACTION-SURVEY IN AL BOAKD NUTS, HOWITING SCRE THE DRAWING, (REFFRR 171A)	ELECTRICAL-A/B PONER DISTRIBUTION	FAILURE FORE-FAIL DURING PART IS MAIED MITH PAN 7 CORRECTIVE ACTION-MOME, BSFUL FLIGHT HISTORY OF P	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OUT OF TOLE TWO PINS WERE OUT-OF-TOL WIRES ATT. CHED TO THE SPE CORRECTIVE ACTION-WOME.	ELECTRICAL-A/B	FAILURE MODE-OUT OF TOLE TWO PINS MERE OUT OF TOLI MIRES ATTACHED TO THE SPEC	

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\$V3TEM \$46-\$Y\$TEM	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA SCURCE PART NUMBER	VEHICLE SITE PRI VENDOR PART NO	VENDOR NAME	
CORRECTIVE ACTION-MONE.	CORRECTIVE ACTION-NONE, INVESTIGATION COULD NOT DUPLICATE FAILURE,	DUPLICATE FAILURE, PROPOSAL TO PART, REF, FRR 1308.	PROPOSAL TO REDESIGN PART WAS DISAPPROVED BY	SAPPROVED BY E.L.	000011
ELECTRICAL-A/B POMER DISTRIBUTION	6941926.1 DISCONNECT - STASING, AUTOFILOT	7-06646-11	640209 GD/C YES	200X-30-5209	*****
FAILURE MODE-STRUCTURAL. THE HYDRAULIC OIL IMMERSH ATED WITH P/N 7-06347-5.	FAILURE MODE-STRUCTURAL. THE O-RING SEAL OF THE PLUG CAME OUT WHILE ATTEMPTING TO MATE THE TEST SPECIMEN FOLLOWING THE HYDRAULIC OIL IMMERSION TEST. IT WAS IMPOSSIBLE TO REPLACE THE O-RING SINCE IT MAD APPARENTLY SWOLLEN. PART IS MITE OF THE MAIN PART TO SEAL TO SEAT TO MEDIAL PART IS MITE PART TO SEAT TO MEDIAL PART IS MITEMPARENTED TO SEAT TO MEDIAL PART TO MEDIAL PART TO MEDIAL PART PART TO MEDIAL PART PART PART PART PART PART PART PART	OUT WILE ATTEMPTING ACE THE O-RINS BINCE	TO MATE THE TEST SPE. IT MAD APPARENTLY SW	THEN FOLLOWING PART IN M	
CORRECTIVE ACTION-NOME. I	-NOME. PROPOSAL TO REDESIGN THE DISCONNECT WAS DISAPPROVED BY THE E.C.B. 6-11-64 BASED ON SUCCESSF OF PART. (REF-FRR 1508) THE O-RING MAS REPLACED WITH A NEW ONE AND THE TEST WAS CONTINUED.	IT WAS DISAPPROVED BY	THE E.C.B. 8-11-64 B. THE TEST WAS CO.	ISED ON SUCCESSF 47INUED.	
ELECTRICAL-A/B POWER DISTRIBUTION	LV-39-20-298F DEMCOULATOR ASSY.	FAR 7-45444-813	640204 FAC YES	3/09 1	895874
N CIRCUIT BETWEEN TERMINALS C.	IERMINALS C AND B. -PRODUCTION AND INSPECTION PERSONNEL MERE CAUTIONED IN THE IMPORTANCE OF PROPER SOLDER JOINTS.	CAUTICAED IN THE IM	PORTANCE OF PROPER 30	DER JOINTS.	
	68AZ629.Z DISTRIBUTION BOX-B1 POD	UTP-PAT 89-81050-607	640EUS COMVAIR YES	3/0 5 (993831
FAILURE WODE-OUT OF TOLES ES INCHES: (SHOULD BE 0.48	OF TOLERANCE. DURING EXAMINATION OF PRODUCT THE BCREM LOCATION DIMENSION ON THE PANEL MEASURED 0.4 BE 0.427 TO 0.447 INCHES).	AT THE SCREW LOCATION	DIMENSION ON THE PA	EL MEASURED 0.4	
FE ACTION-SURVEY. BOARD NUTS, AM	CORRECTIVE ACTION-SURVEY INSTRUCTION S/N 42-64 SURVEYED ALL BOKES MANUFACTURED TO DATE FOR DIMENSIONS, LOOSE SCREWS,	L BOXES MANUFACTURED	TO DATE FOR DIMENSION	45, LOOSE SCREWS	
ELECTRICAL-A/B	69AZG29.Z DISTRIBUTION BOX-B1 POD	UTP-PAT 69-61050-807	840£03 60/C YES) 60/ C	001733
FAILURE HODE-OUT OF TOLES THE EDGE OF THE BRACKET ME	FAILURE MODE-DUT OF TOLERANCE. DURING EXAMINATION OF PRODUCT THE DIMENSION FROM THE CENTER OF THE MOUNTING MOLE He edge of the bracket measured 0.35 inches. (Should Be 0.37-0.43 inches).	CT THE DIMENSION FRO	THE CENTER OF THE H	JUNTING MOLE TO	
E ACTÍOM-BURVEY L BOARD MUTS: AN	CORRECTIVE ACTÍOM-SURVET INSTRUCTIONS S/N 42-64 SURVEYED ALL BONES MANUFACTURED TO DATE FOR DIMENSIONS, LOOSE SCREM 8, terminal board muts, and backsmells, ref (frr 1718) test continued.	AL BOXES MANUFACTURE CONTINUED.	TO DATE FOR DIMENSI	MS, LOOSE SCREW	
emanamente de la calendar de la cale	e volumbarente entrender in estapparenteles en parameters, de mente elle des destables que la parameter de volumbarente entrender de la constanta de la consta			- PAGE DAIS	

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305-875TEN	FAILED COMPONENT NAME	PART NUMBER	VEHICLE DATE DIF	\$17E TINE DIF	PRI VEND	PRI VENDOR HAME OTH VENDOR PART NO	
ELECTRICAL-A/B POMER DISTRIBUTION	SSAESTO.E JUNCTION BOX NUT	UTP-PRT 69-61016-801	840202	3/ 3	YES 60/C		693574
FAILURE MODE-OPEN ELE 80 EXHIGITED AN OPEN C . INVESTIGATION REVEAL \$ TIGHTENED ONE AND ON	FAILURE MODE-OPEN ELECTRICAL, DURING TEMPERATURE MUMIDITY 1821, THE HARD WIRE CIRCUITS FROM J76 TO JBA AND J76 TO J 88 EXHIBITED AN OPEN CIRCUIT CONDITION FOR 15 MINUTES AFTER WHICH TIME THE CIRCUITS BSGAN TO FUNCTION PROPERLY AGAIN . INVESTIGATION REVEALED A LCOSE NUT ON TERMINAL NO. 1 OF TERMINAL BOARD NO. 8 RESULTING IN POOR CONTACT. THE NUT NA 8 TIGHTENED ONE AND ONE HALF TURNS AND CIRCUIT CONTINUITY WAS RESTORED.	IEST, THE HARD WIRE R WHICH TINE THE CIR TERMINAL BOARD HO. B WAS RESTORED.	CIRCUITS LUITS BEGAI RESULTING	FROM JTG T 4 TO FUNCT IN POOR C	O JBA AN	40 JTG TO J PERLY AGAIN THE NUT WA	
CORRECTIVE ACTION-SUR LOOSE TERMINAL BOARD RAWINGS TO INSURE THAT F. FRR 149A1.	CORRECTIVE ACTICM-SURVEY INSTRUCTIONS 3/N 42-84 WAS ISSUED 30 APRIL 64 TO SURVEY ALL BOXES MANUFACTURED TO DATE FOR LOOSE TENHIML BOARD MUTS, MOUNTING SCREAS, BACKSHELLS AND DIMENSIONS, TORQUE VALUES WERE ADDED TO THE APPLICABLE D AMINGS TO INSURE THAT ALL TERMINAL MUTS ARE TORQUED PROPERLY AND IDENTIFIED BY THE APPLICATION OF TORQUE PAINT, IRE. FAR 149A).	D 30 APRIL 64 TO SUR' D DIMENSIONS, TORQUE RLY AND IDENTIFIED BI	VEY ALL BOI VALUES WEF	ES MANUFA LE ADDED 7 ICATION OF	CTURED TO THE AP	TO DATE FOR PLICABLE D	
ELECTRICAL-A/B	69A2630.E JUNCTION BOX NUT	UTP-3LT 69-61016-801	64020Z	5/9	YES 60/C		808378
FAILURE HODE-OPEN, EL EMP 100 DEG F, ALT 1 H INVESTIGATION REVEALED TIGHTENED ONE AND ONE	FAILURE MODE-OPEN, ELECTRICAL. DURING X-AXIS RANDOM/SINE VIBRATION-TEMPERATURE-ALTITUDE 1EST (SLT LEVEL VIBRATION-T EMP 100 DEG F, ALT 1 NM HG) THE TEST SPECIMEN EXHIBITED AN OPEN CIRCUIT COMDITION BETWEN 10A TG 176 AND 10B TO 176. INVESTIGATION REVEALED A LOOSE NUT ON TERHIMAL NO. 1 OF TERHIMAL BOARD NO. 8 RESULTING IN POOR CONTACT. THE NUT MAS TIGHTENED ONE AND ONE HALF TURNS AND CIRCUIT CONTINUITY WAS RESTORED.	VIBRATICM-TEMPERATURI I OPEN CIRCUIT CONDITI RMINAL BOARD NO. 8 RI S RESTORED.	E-ALTITUDE ION BETNEN ISULTING IN	1E3T (SLT J8A TC J7 I POOR COM	LEVEL V 6 AND JB TACT. TH	IBRATION-T 18 TO J76. IE NUT WAS	
CORRECTIVE ACTION-BUR LOOSE TERMINAL BOARD DRAWINS AND THE APPLE	CORECTIVE ACTION-BURVEY INSTRUCTIONS S/M 42-64 MAS ISSUED 30 APRIL 64 TO SURVEY ALL BOXES MANUFACTURED TO DATE FOR LOOSE TERMINAL BOAKD MUTS, MOUNTING SCREWS, BACKSHELLS, AND DIMENSIONS. TORQUE VALUES WERE ADDED TO THE APPLICABLE DEAMINSS AND THE APPLICATION OF TORQUE PAINT TO INSUME ALL TERMINAL MUTS ARE PROPERLY TORQUED. (REF. FAR 149A).	D 30 APRIL 64 TO SURI ND DIMENSIONS. TORGUE TERMINAL NUTS ARE PI	MEY ALL BOA S VALUES WE SOPERLY TOR	KES MAMUFA RE ADDED NGUED. (RE	CTURED 1 TO THE A	TO DATE FOR APPLICABLE 149A).	
ELECTRICAL-A/8 POWER DISTRIBUTION	6641928.1 DISCONNECT - STAGING, AUTOTILOT	UTP-PAT 7-06346-11	64020E	50 /C	YES AMPH YES ROOM	YES ANPHENOL YES 200K-30-3208	0
FAILURE MODE-OUT OF T MCE. FOLLOWING RAIN TE MITH PAN 7-53347-5, OL MIRING METHODS.	FAILURE MODE-OUT OF TOLERANCE. DURING RAIN TEST ALL INSULATION RESISTANCE AND HYPOT MESSURENCHS WERE OUT OF TOLERA MC. FOLLOWING RAIN TEST A LANYARD FORCE OF 170LBS. WAS REQUIPED TO EJECT PART. (SPEC. IS ES TO 110LBS.) PART MATED WITH PAY 7-13387-5. OUT OF TOLERANCES RESULT OF MOIS URE PATHS BETWEEN CONTACT -SOLDER CONNECTIONS DUE TO INCORRECT MAXING METHODS.	ATION RESISTANCE AND SUIPED TO EJECT PART ATHS BETWEEN CONTACT	HYPOT MEA! . (SPEC. 1:	LUREHENTS R ES TO 11 WINECTIONS	MEAE OUT	OF TOLERA ART MATED INCORRECT	
COMPECTIVE ACTION-COM- INDIVIDUAL SLEEVING OF TOW PROBLEM ATTRIBUTED Y DESIGNED TO SIME ONL. ONL. ONL. ONL.	CORRECTIVE ACTION-COMMON THERMO FIT SLEEVING HAD BE IN PLACED ON EACH PAIR OF CURRENT AND SENSING LEADS, RATHER THAN INDIVIDUAL SLEEVING ON EACH LEADS, RATHER THAN FACTED TO THE RAIN TEST AND PASSED. EJECT TON PROBLEM ATRIBUTED TO ADDED REQUIREMENT OF SINEON VIBRATION ACCOMPLISHED PRICE TO RAIN TEST, PART ORIGINAL Y DESIGHED TO SINE ONLY, PROPOSAL TO REDESIGN PART NA DISAPPROVED BY E.C.B. 8-51-64 BASED ON SUCCESSFUL PLIGHT HIST ONLY.	CED ON EACH PAIR OF (8PECIMEN MAS SUBJECT VIBRATION ACCOMPLIST APPROVED BY E.C.B. 8-	CURRENT ANG FED TO THE FED PRICE 11-84 BASE	PAIN TEST O RAIN TEST O RAIN TE	LEADS, A AND PAS ST. PART ESSFUL P	ATHER THAH 19ED. EJECT 7 ORIGINALL 1LIGHT HIST	

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PRI VENDOR NAME OTH VENDOR PART NO	YES AMPHENOL BEDSDE YES 200X-30-5002	OF TCLERA ART MATED MCORRECT W	ATHER THAN SED, EJECT ORIGINALL LIGHT HIST	***************************************	13.649 JMC	ALITY ASSU 24-64. 8.C. 3, LOOSE Y	YES GRAY-HULEGUAND 895852 NO	LARGE HOLE	60/C 60-43268-1	RANSDUCER	
	CD/C YES ANPHENOL	MEMENTS WERE OUT 25 TO 110165.) PECTIONS DUE TO 1	SENSING LEADS, R SAIN TEST AND PAS NAIN TEST, PART ON SUCCESSFUL F	60/C YES 60/C	ECIMEN MEASURED	PEHFORMANCE, GUISI-7-15 DATED 1- IE FOR DIPENSION	FACTORY YES GRAY	IED VENDOR TO EN	60/C YES 60/C	S OF THE UPPER T	
UNCE VEHICLE SITE	640202	E AND HYPOT MEASU PART, 18PEC, 13 NTACT SOLDER COM-	R OF CURRENT AND UBJECTED TO THE R HPLISHED PRICK TO 18. 0-11-64 BASE	640169	LENGTH OF THE SF	AFFECT ELECTRICAL DESIGN NEMO 64-6 ANUFACTORED TO DA	440127	ī. Echni aucs. Reaucs	440121	B ELEMENTS A AND	
DIF DATA BOUNCE PART NUMBER	UTF-PRT 7-04846-9	LATION RESISTANCE EQUIRED TO EJECT PATHS BETWEEN CO	ACED ON EACH PAIN D SPECIMEN WAS SU M VIBRATION ACCO BAPPROVED BY E.C.	UTP-PAT 69-61016-801	DUCT THE OVERALL	F TOLERANCE DOES NOT / PROPER DIMENSIONS PER TO SURVEY ALL BOXES M (REF. FRR 149A),	FAR 27-06171-649	RECEPTACLE REJECT PROVE ASSEMBLY TE	UTP-PRT VEL 68-45228-1	AT APPROX, 80 CP1	
TEST/REPONT NUMBER FAILED COMPONENT NAME	6981926.1 D13CONNECT - 3TAGING, AUTOFILOT	FAILURE MOE-OUT OF TOLERANCE, DURING RAIN TEST ALL INSULATION RESISTANCE AND HYPOT MEASUHEMUNTS WERE OUT OF TOLERA NC. FOLLOWING RAIN TEST A LANYARD FORCE OF 170LBS. WAS REQUIRED TO EJECT PART, 15PEC, 19-25 TO 110LES.) PART MATED WITM PAY 7-05346-11 OUT OF TOLERANCES RESULT OF MOISTUIE PATHS BETWEEN CONTACT SOLDER COMMECTIONS DUE TO INCORRECT WIRING METHODS.	CORRECTIVE ACTION-COMMON THERMO FIT SLEEVING HAD BEEN PLACED ON EACH PAIR OF CURRENT AND SENSING LEADS, RATHER THAN INDIVIOUAL SLEEVING ON EACH LEAD. ANOTHER CORRECTLY WIRED SPECTHEN HAS SUBJECTED TO THE RAIN TEST AND PASSED. EJECT ION PROCLEM ATTRIBUTED TO ADDED REQUIREMENT OF SHEZARANDOM VIBRATION ACCOMPLISHED PRIOR TO RAIN TEST. PART ORIGINALLY DESIGNES TO SINC ONLY, PROPOSAL TO REDESIGN PART WAS DISAPPROVED BY E.C.B. 8-11-84 BABED ON SUCCESSFUL FLIGHT HIST CAT INCE. FRR 1508).	69A2650.2 JUNCTION BOX-BE POD	FAILURE HOGE-OUT OF TOLERANCE, DURING EXAMINATION OF PRODUCT THE OVERALL LENGTH OF THE SPECIMEN MEASURED 11.648 INC.	CORRECTIVE ACTION-TEST CONTINUED. DIMENSIONAL OUT OF TOLERANCE DOES NOT AFFECT ELECTRICAL PERFORMANCE, QUALITY ASSU FANCE MAS REQUESTED TO SURVEY HARDMARE IN STOCK FOR PROPER DIMENSIONS PER DESIGN NEWO 84-681-7-15 DATED 1-24-64. G.C. . SURVEY INSTRUCTIONS 3/H 42-64 ISSUED 30 APRIL 64. TO SURVEY ALL BOXES HAMMFACTORED TO DATE FOR DIPENSIONS, LOGGE Y ERHINAL BOARD NUTS, NOUNTING SCREUS, AND BACKSHELL. (REF. FRR 149A).	CT-99-14-031P UMBILICAL COMMECTOR	FAILURE MOSE-STRUCTURAL, BENT INSULATOR BLEEVING CAUSED RECEPTACLE REJECT. Corrective action-cautioned GD/C Factory Personnel to improve assembly techniques, requested vendor to em.arge Hole.	69A2142.1 871LLVZLL ASSEMBLY, OXIDIZER LEVEL	FAILURE HODE-SHORT (ELECT). DURING PRT K AKIS VISRATION AT APPROK, SO CPS ELEMENTS A AND S OF THE UPPER TRANSDUCER Homted Tokether, ref. b/m doß T.M. Ho.7.	
SYSTER SUG-SYSTER	ELECTRICAL A/B	FAILURE MODE-OUT OF TOLINE. FOLLOWING RAIN TEST WITH PUN 7-06346-11 OUT IRING METHODS.	CORECTIVE ACTION-COMMO INDIVIDUAL SLEVING ON ICA PROBLEM ATTRIBUTED T Y DESIGNED TO SINE ONLY, CAY IREF. FRR 1508).	ELECTRICAL A/B	FAILURE MODE-OUT OF TOLERANCE, DURIN MES: (SPEC 15 11.47 TO 11.53 INCHES).	CORRECTIVE ACTION-TEST RANCE WAS REQUESTED TO S . SURVEY INSTRUCTIONS SY ERHINAL BOARD NUTS, NOUN	ELECTRICAL-A/B	FAILURE MODE-STRUCTURAL CORRECTIVE ACTION-CAUTI.	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE HODE-SHORT (ELECT), DURING PRT K SHORTED TOKETHER, REF, 8/N DDS T.M. NO.T.	

GENERAL VANICS

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MOIST MINES

	TAILED CONTONERS MANE					VENDOR PART NO	
CORECTIVE ACTION-REMORE UNIT TO BLUCFRINT REGUIREMENTS AND REINSTATE IN 1887. ON 10 6 10 6 6. REF. IR NO. 942976, RIFN NR F-411581 AND FRR NO. FR 654-2-126.	INT REQUIREMENTS AND NR F-4113ST AND FRR	REQUIREMENTS AND REINSTATE IN 1EST. F-4113ST AND FRR NO. FR 634-2-126.	REDUCE TH	E VIBRATI	REDUCE THE VIBRATION REGUIREMENTS.		
ELECTRICAL-A/8 69A2631.2 POWER DISTRIBUTION JUNCTION BOX-THRUST SECTION	HRUST SECTION	UT0-FAT 69-61030-3	640117	5/ 3	TEB 60/C		***
FAILURE MODE-OUT OF TOLERANCE, DURING EX INC MISSING STENCIL WAS OMITTED DUE TO M	TOLERANCE. DURING EXAMINATION OF PRODUCT, STENCIL SOZUG WAS MISSING FROM LEFT HAND SIDE OF BOX. WAS CHITTED DUE TO MISUNDERSTANDING OF DRAWING REQUIREMENT.	1, STENCIL BOZUG MA: NAMING REQUIREMENT	9X1881H 8	FROM LEFF	HAND SIDE	Q BOX.	
CORECTIVE ACTION-THE DRAWING CALLOUT WAS CLARIFIED TO THE SHOP AND INSPECTION. THE STENCIL HAS ADDED TO THE UNIT.	MS CLARIFIED TO THE !	MOP AND INSPECTION.	. THE STEN	CIL HAS A	DDEED TO TH	F UNIT.	
ELECTRICAL-A/8 694Z631.2 POHER DISTRIBUTION JUNCTION BOX-THRUST SECTION	HRUST SECTION	UTP-PAT 69-51030-3	411079	J/05	YES 60/C NO		885589
FAILUME HODE-OUT OF SPEC.FICATION. DURING EXAMINATION OF PRODUCT THE SPECIMEN WEIGHED 8 183.710 OZ. MAXIMUM ALLOMAB LE WEIGHT 18 8-5 LBS. THE OVER WEIGHT CONDITION WAS CAUSED BY EXCESS POTTING MATERIAL. THE POTTING MOLDS DID NOT CON FORM TO DIMENSIONS CALLED OUT IN THE DRAWING.RFM CORRECTIVE ACTION-THE POTTING MOLD WAS REWORKED TO REMOVE EXCESS PO TTIMG MATERIAL. (REF. FRR 153) TESTING WAS CONTINUED.	FICATION. DURING EXAMINATION OF PRODUCT THE SPECIMEN WEIGHED 8 LBS./10 OZ. MAXIMUM ALLOMAB OVER WEIGHT CONDITION WAS CAUSED BY EXCESS POTTING MATERIAL. THE POTTING MOLDS DID NOT CON OUT IN THE DRANING.KFM CORRECTIVE ACTION-THE POTTING MOLD WAS REWORKED TO REMOVE EXCESS POISS TESTING WAS CONTINUED.	DUCT THE SPECTHEN OF EXCESS POTTING NATIONALING OF	WEIGHED 8 TERIAL. TH MOLD WAS R	LBS.710 O E POTTING ENORRED T	Z. MAXIHUM MOLDS DID O REMOVE E	ALLOWAB NOT CON KCESS PO	
CORRECTIVE ACTION-THE POTTING HOLD WAS RENORKED TO RENOVE EXCESS POTTING MATERIAL. (REF. FRR 153) TESTING MAS CONTI- MICD.	REWORKED TO REMOVE EX	ICESS POTTING MATERI	JAL. (REF.	FRR 153)	1E311N6 N	18 CONTI-	
ELECTRICAL-A/B 09A2795,1 FOMER DISTRIBUTION LOG LEVEL PROBE	u	UTP-PRT 68-45210-1	\$11079	2/03	YES 60/C NO 69-63210-1		
FAILINE MODE-SMGAT (ELECT), DUNING PAT 18PT, ROOM AMBIENT, ELEMENT A SMORTED TO CASE. MINIMUM INSULATION RESISTANCE REQUIRED IS 1 HEGOMM, REF 3/N 001 T.M. NO 1.	18PT, ROOM ANBIENT, E NO 1.	CLEMENT A SHORTED TO	O CASE. MI	NI MUM INS	ULATION RE	11 STANCE	
CORRECTIVE ACTION-RETURN PART TO FACTORY FOR REMORK TO BAP REQUIREMENTS, AND REINSTATE IN TEST,	Y FOR REMORK TO BVP R	TEGUTREMENTS, AND RI	EINSTATE 1	N TEST.			
ELECTRICAL-A/8 69-2834 PCHER DISTRIBUTION FUEL CONTROL UNIT	NI T	UTP-QUAL/PPT 27-34237-18	640113	5/03	TES ACOUSTICA NO CUSS-2	IC.	
FAILURE MODE-ELECTRICAL OPEN, DURING LIFE TEST, AT THE END OF 238 HOUR (2100 HOUR REGUIRED), THE UNIT FAILED TO OPE RATE IN A PROOF CYCLE AT 86KC, IT 8488EGUENTLY FAILED AT 77KC AHD 82KC, UNIT COULD EE MADE TO OPERATE TEMPORARILY BY TAPPING. LOOSE COMMECTION IS EXCICATED,	FE TEST, AT THE END C UENTLY PAILED AT 77KG	OF ESS HOUR (E1DD H. : AHD BEKC. UNIT CO	OUR REEVIA	ED), THE E TO OPER	(EIDD MOUR REBUIRED), THE UNIT FAILED TO OPE UNIT COULD EE MADE TO OPERATE TEMPORARILY BY	D TO OPE	
					•	PAGE 0122	

SENCRAL MANICS

STSTEN SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME	
CORRECTIVE ACTION- TO CORRECT DEFICIEN	CORRECTIVE ACTION-REPLACE TRANSFORMER AND RESUME TEST, THE TRANSFORMER INTERNAL WIRING MAS POORLY SOLDERED. VENDOR O CORRECT DEFICIENCY.	E TRANSFORMEN INTERM	IL WIRING WAS POOR	LY SOLDERED. VENDOR	8.000 E
ELECTRICAL-A/B POWER DISTRIBUTION	8342146 RECEPTACLE, UMBILICAL CONNECTOR	UTF-QU/L/PPT R7-04899-7	640108 60/C	YES CANNON NO 017070-1066	20000
FAILURE MODE-CONTA SO EXCESSIVE CONTAC	FAILURE MODE-CONTAMINATION. BURING 19PT HYPOT LEAKAGE OCCURRED AT 1800 VAC ON PIN 93 CENTER CONDUCTOR TO SMIELD. AL 80 excessive contact drop occurred on PIN 1.	MRED AT 1600 VAC ON	PIN BS CENTER CON	DUCTOR TO SMIELD. AL	
CORECTIVE ACTION-FACTORY RETERNI TESTING PROCEEDED SUBSTITUTING P CONTAMINATED CONTACT, MICROSCOPIC PLATE AND BACKING PLATE TOGETHER, BLEH OF PREVENTING CONTAMINATION.	CORRECTIVE ACTION-FACTORY RETERMINATED CONTACTS. 13PT WAS REPEATED AND PIN 1 STILL EXHIBITED EXCESSIVE CONTACT DROP TESTING PROCEEDED SUBSTITUTING PIN E FOR PIN 1 FCR MONITORING PURPOSES. SUBSEQUENT INVESTIGATION ON PIN 1 REVEALED CONTAMINATED CONTACT. MICROSCOPIC ANALYSIS REVEALED CONTANINATION MAY BE CAUSED BY SAME MATERIAL USED TO SEAL FACE LATE AND BACKING PLATE TOGETHER. THIS APPEARED TO BE PERMATEK. VENDOR ADVISED THAT GREATER CARE DE GIVEN TO THE PRO ILEM OF PREVENTING CONTAMINATION. (REF' FRR 115A).	REPEATED AND PIN 1 : ORING PURPOSES, SUBSI INTIATION MAY BE CAUSI MIEK, VENDOR ADVISED	ITILL EXHIBITED EX SUGNT INVESTIGATE D DY SAME MATERIA THAT GREATER CARE	CESSIVE CONTACT DROPON ON PIN 1 REVEALED L USED TO SEAL FACE BE GIVEN TO THE PRO	
ELECTRICAL-A/B POMER DISTRIBUTION	LV-98-14-208-F HARNESS	FAR 27-62703-835	199D ETR 640103	YES 60/C NO	• 6 1 2 9
FAILURE MODE-OPEN GED FROM CONNECTOR	FAILURE MODE-OFEN IN HARNESS SUPPLYING FOWER TO ONE OF THE VERNIER START SOLENOID VALVES. WIRE BROKEN WHERE IT ED FROM COMMECTOR BACKSHELL AND INDICATED FAILURE DUE TO EXCESSIVE FLEXING AND FAITGUE.	EXCESSIVE FLEXING AN	OID VALVES. WIRE TATIGUE.	START SOLEWOID VALVES. WIRE BROKEN WHERE IT EMER FLEXIMG AND FATIGUE.	· · · · · · · · · · · · · · · · · · ·
ELECTRICAL-A/B	SWITCH-CHANGEOVER	FAR 27-06106-801	199-0 ETR 640103	NO KINETICS NO M-160-4	•
FAILURE MODE-REPOR O RE-CYCLE TO T HIN ER DUE TO LOSS OF E	FAILURE MODE-REPORTED FAILED DURING OPERATION WHEN INVERTER STOPPED RUNNING BURING BOOSTER FACT TEST AND ATTEMPTS T O RE-CYCLE TO T MINUS FIVE MINUTES WHEN A UMBILICAL DID NOT EJECT. SUBSEQUENT ACTIONS RESULTED IN STOPPAGE OF INVERT ER DUE TO LOSS OF EXTERNAL PORER.	ER STOPPED RUMNING DE I EJECT. SUBSEAVENT !	RING BOOSTER FACT CTIONS RESULTED 1	TEST AND ATTEMPTS T N STOPPAGE OF INVERT	
CORRECTIVE ACTION-	CORRECTIVE ACTION-APPROPRIATE CAUTION NOTES WENE ADDED TO APPLICABLE BOOSTER FACT PROCEDURES.	APPLICABLE BOOSTER	ACT PROCEDURES.	Administration of the state of	
ELECTRICAL-A/B POWER DISTRIBUTION	6942146 RECEPTACLE, UMBILICAL COMMECTOR	UTF-GUAL/PFT E7-0488-17	431227 60/0	YES CANNON NC 017070-1043	
FAILURE HODE-OUT OF EM ALL PINS BEING M MITH ET-GASGS-ET.	OF FOLERANCE, DURING INITIAL PROOF CYCLE HYPOT TEST, OUT-OF-TOLERANCE READINGS WERE RECORDED BETWE MONITORED AND THE SHELL AND ALSO BETWEEN CENTER CONDUCTOR OF CONTACT SS AND THE SHELL. PART MATED	HIPOT TEST, OUT-OF-I	OLERANCE READINES	WERE RECONDED BETWE E SHELL: PART MATED	

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15 JUN 1966

	0	***************************************		801103						
VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	1	831219 60/C YES CAMMON NO 017089-1083	SPECIFICATION. DURING INVESTIGATION OF FAILED UNBILICAL CONNECTOR IT WAS NOTED THAT THE ETCHING. ES WERE INADEQUATE FOR PROPER POTTING ADHESION.	631219 60/C YES CANNON NO 017069-1083	SPECIFICATION. THE UPBILICAL COMMECTOR REPORTEDLY FAILED DURING SATISFACTORY PERFORMANCE TEST W. 1441: DROP WAS OBSERVED ON COMMECTOR PINS USED FOR THERNOCOUPLE CONTACTS WHEN 2D AMPS. OF CURRENT	HERNOCOUPLE OUTPUTS HAVE LOW CURRENT RANCE. THE ED AMP REQUIREMENT WAS DELETED FROM SPECIFICATION FROUIREMENT WAS NOT REALISTIC.	B31203 GD/C YES KINETICS NO H-600	FAILURE WORE-FAIL DURING OPERATION, DURING ETT THE SMITCH WAS UMBLE TO TRANSFER FROM INTERNAL TO EXTERNAL OR FROM EXT TO IMT. APPEARED TO BE STALLED IN THE MID-POSITION, THE SPECIMEN HAD BEEN BUDJECTED TO 100 BMITCHING CYCLES. SPEC CALLS FOR 500 ASSEMBLY CYCLES WITHOUT FAILURE, WENDOR ANALYSIS WAS THE BRAKE COIL SHORTED DUE TO MISAPPLICATION OF CONTROL POWER TO DOTH HOTOR CONTROL CIRCUITS (INTERNAL AND EXTERNAL).	WFROVEHENT DESIGN OF THE POWER CHANGEOVER SWITCH WAS PROPOSED PER ECP 7870 BUT WAS DISAPPROVED B F PREVIOUS TESTIME, PAST EXPERIENCE AND PLIGHT PERFORMANCE RECORD, THE PRESENT UNITS ARE ACCEPTA E. (REF. FRR 078.)	7310 2946
DIF DATA SOURCE VEH	ER CONNECTOR DISASSEMBLY A LEVELS, ARCING OF COAX CON RE ADVISED OF FAILURE TO P	UTP-QUAL/PPT 27-07996-5	OF FAILED UMBILICAL COMMEC M. ADMESION.	/PPT	OR REPORTEDLY FAILED DURIN This USED FOR THERMOCOUPLE	RANCE. THE ED AND REQUIREN	UTP-ETT 631.	CH MAS UMBLE TO TRANSFER F THE SPECIMEN HAD BEEN SUDJE ANALYBIS NAS THE BRAKE COLL AND EXTERNAL).	OVER BUITCH WAS PROPOSED F ND FLIGHT PERFORMANCE RECC	
TEST/REPORT NUMBER FAILED COMPOMENT NAME	RCING ON ALL BUT COAX DISAPPEARED AFTER CONNECTOR DISASSEMBLY AND REASSEMBLY, AND APPEARED TO LCATING POTENTIAL AT HIGH AC VOLTAGE LEVELS. ARCING OF COAX CONTACT CENTER CONDUCTOR TO SHIELTERHINATION METHOD. VENDOR AND OP! WERE ADVISED OF FAILURE TO PREVENT RECURRENCE OF PROBLEM.	89AZ146 RECEPTACLE, UMBILICAL COMMECTOR	SPECIFICATION. DURING INVESTIGATION OF FAILED URES WERE INADEQUATE FOR PROPER POTTING ADHESION.	VENDOR PROPERLY RE-ETCHED THE CONNECTOR WIRES. 39A2146 FECEPTACLE, UNBILITAL CONNECTOR E7-07996	IFICATION. THE UMBILICAL COMECTOR PROF WAS OBSERVED ON COMMECTOR P	CORRECTIVE ACTION-THERMOCOUPLE OUTPUTS HAVE LOM CURRENT N 27-04992, SINCE THE REQUIRENENT MAS NOT REALISTIE,	69C2612.E SWITCH-POWER CHANGEOVER	FAILURE WODE-FAIL DURING OPERATION. DURING ETT THE SWITCH. THE TO LMT. APPEARED TO BE STALLED IN THE MID-POSITION. I CALLS FUR 500 ASSEMBLY CYCLES WITHOUT FAILURE. WHENOM A COMTROL POWER TO BOTH MOTOR CONTROL CIRCUITS (INTERNAL A	OVENEMT DESIGN OF THE POWER CHANGE NEVIOUS TESTING, PAST EXPERIENCE A (REF. FRR 078.)	
SVB-SYSTEM	CORRECTIVE ACTION-ARCING ASSOCIATED WITH A FLCATIN AS DUE TO POOR WIRE TERMIN F. FRRIG3).	ELECTRICAL-A/B	. 42	CORRECTIVE ACTION-THE VEN	FAILURE MCDE-CUT OF SPECI MEN AN EXCESSIVE VOLTAGE MAS APPLIED.	CORRECTIVE ACTION-THERMOC N 27-04992, SINCE THE REGI	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE WODE-FAIL DURING ERT TO INT. APPEARED TO BE C CALLS FOR SOO ASSENBLY C CONTROL POWER TO DOTH HOT	CORRECTIVE ACTION-IMPROVE Y THE CCB. IN VIEW OF PREY BLE FOR CONTINUED USE. (RE	

8191EM 818-8181EM	TEST/REPORT NUMBER FAILED COMPOSENT NAME	DIF DATA BOURCE	VENICLE SITE PRI DATE DIF TIME DIF OTH	VENDOR NAME	
ELECTRICAL-A/B POMER DISTRIBUTION	ETARSSO PLUG ASSEMBLY, ELECT. LOR TAHK DOOR	UTP-PET E7-04983-1/E7-0498 E-1	ESSIZE GO/C YES	ON MARK COUPLT NGS TOGS	
FAILURE MODE-OFEN (ELECT Y AND Z AXIS VIBRATION TE ED.	FAILURE MODE-OPEN (ELECT). INTERMITTENT OPEN MAS HOTED DURING X-AXÍS VIBRATION AT 1750 CPC AMO RENAINDER OF SMECP. Y AND Z AXÍS VIBRATION TESTS MERE SATISFACTORY. DISASSEMBLY SHOWED PIN NO. & BLÍGHTLY CHARRED AS IF ARCING HAD OCCUR ED.	NG X-AKIS VIBRATION SHOWED PIN NO. 2 BL	AT 1750 CPC AND RENATIONICH CHARRED AS IF A	NDER OF SMEEP.	
CORRECTIVE ACTION-NOME.	ON-NOME. THE PROBLEM IS CLASSIFIED AS A POSSIBLE HUMAN ERROR, PLUG MUST BE DISASSEMBLED TO BE WIRED ACTIVE DURING PROPELLANT LOADING OMLY, BUT MUST WAINTAIN STRUCTURAL INTEGRITY.	IBLE HUMAN ERROR, PI UST MAINTAIN STRUCTI	LUG MUST BE DISASSEMBL Ural integrity,	ED TO BE WIRED	
ELECTRICAL-4/8 POMER DISTRIBUTION	COA63-1237/P6-LO-D1-OACE HARNERS	nier	1260 36A NO 631127 233.4 NO		907766
FAILURE HODE-FAIL TO OPE FROZE IN PLACE.	IL TO OPERATE AT PRESCRIBED TIME, CENTAUR PLUG B600/P9 FAILED TO EJECT AT SEFARATIOM. UMBILICAL PLUG	UG B600/P9 FAILED TO	O EJECT AT SEPARATION.	WBILICAL PLUG	
SYSTEM EFFECT-NONE. HARN	3YSTEN EFFECT-NOME. HARMESS AND/OR PLUG PHYSICALLY SEPARATED DURING RETROROGKET FIRING SEGUENCE.	D DURING RETROROCKE	T FIRING REQUENCE.		
VEHICLE EFFECT-LOSS OF VEHICLE THE RETROROCKET FIRING SEQUENCE	STABILITY, ABNORMAL.	D YAW ACCELERATIONS	PITCH AND YAM ACCELERATIONS WERE IMPARTED TO THE VEHICLE DURING	VEHICLE DURING	
CORRECTIVE ACTION-CENTAUR RECEPTACLE LANYARD PROVIDED. ELECTRICAL RELEASE NG COUNTDOWN.	CORRECTIVE ACTION-CENTAUR RECEPTACLE INSULATED WITH STA-FOAM AID MOUNTED ON FIBERGLASS. LANYARD REDESIGNED AND Lanyard provided. Electrical release nechanism and actuator redesigned. Warm GNZ Diffected om Plug-and actuator G-countdomn.	H ALD MOUNTED ON FII REDESIGNED. WARM G	BERGLASS, LANYAKD REDE NZ OJRECTED OM PLUG AN	SIGNED AND DUAL. ID ACTUATOR DURI	
ELECTRICAL-A/B POWER DISTRIBUTION	LV-90-14-204-F COMMECTOR ELECT	FAR 7-06346-11	350-D WIR 631127		094940
FAILUEE MODE-CONTAMINATI	FAILUSE MODE-CONTAMINATION DUE TO EXTENDED USE IN A MIGNLY BALINE ATMOSPHERE OF FORMATION OF CHLORIDES RESULTING FR H HEAY AND RESIN FLUX.	BALINE ATHOSPHEPE CI	PORMATION OF CHLORID	ES RESULTING FR	
CORRECTIVE ACTION-MONE-F	CORRECTIVE ACTION-MONE-FURTHER ACTION MAS BUSPENDED ON THIS PROBLEM BECAUSE OF	PROBLEH BECAUSE OF	CONTRACT TERMINATION.		
ELECTRICAL-A/B POWER DIEFRIBUTION	a-dd-14-ede-f baitch-changeover	FAR 7-01788-3	631122 FACTORY YES	KINETICS N-172-4	
FAILURE HODE-ELECTRICAL TED AND A BRUMH LEAD OPEN OMED TO COOL.	ECTRICAL SHORT. BUITCH MOTOR FAILED OPEN DURING CHECKOUT IN TEST LABORATORY WHEN FIELD WINDINGS SHOR LEAD OPENED. CAUSE OF FAILURE NOT DETERMINED BUT POSSIBLE PROM CONTINUOUS CYCLKING MITHOUT BEING ALL	ING CHECKOUT IN TEST	T LABORATORY WHEN FIEL	D WINDINGS SHORT	

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	9001 NOT RI	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	TRICAL SYSTEM-AIRBO	¥				
	\$7\$16% \$48-\$7316M	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	317£ TIME DIF	1 H 0	VEHOOR HANE	
	CORRECTIVE ACTION-PERSO	ON-PERSONELL INVOLVED WITH CHECKOUT OF THE	THE CHANGEOVER SWITCHES WERE ADVISED OF	ERE ADVIS	ED OF THE	ALLO	THE ALLOWABLE DUTY CY	•
	ELECTRICAL-4/B POWER DISTRIBUTION	69-2834 FUEL CONTROL UNIT	UTP-QUAL/PP1 R7-04237-13	631122	3/Q s	7 E B A	ACOUSTICA CU31-2	***************************************
	FALLINE MODE-ELECTRICAL INC. OF 106 MILL'SECOND. LY SOLDERED. THE POTTING	. OPEN. AFTER THE VACUUM RUN OF 3.44 INCHES HG, THE UNIT FAILED TO MEET MET-TO-DRY RESPONSE T . THE UNIT MAS AT -30 DEGREES F. THE TRANSFORMER INTERNAL MIRING TO THE EXTERNAL PIN MAS POOR ; MATERIAL ABOVE THE INTERNAL WIRING MAS FULL OF VOIDS.	INCHES HG, THE UNIT TRANSFORMER INTERNAI MAS FULL OF WOIDS.	FAILED TO	HEET WET O THE EXT	- 70-D	RY RESPONSE T	
	CORRECTIVE ACTION-REPLA	ON-REPLACE TRANSFORMER AND RESUME TEST. VEIDOR TO CORRECT DEFICIENCY.	OR TO CORRECT DEFIC	EMCY.				
	ELECTRICAL-A/B POMER DISTRIBUTION	LV-99-20-290-F DEMODULATOR ASSEMBLY	FAR 7-4344-813	631115	FACTORY	2 4		\$ 200
	FALLURE MODE-OPEN (ELEC) UNIT WAS REJECTED IT BETWEEN TRANSISTOR 9-301 AID TRANSFORMER	.) UNIT HAS REJECTED FOR LOW VOLTAGE.	FOR LOW VOLTAGE OUTPUT. FAILURE MAS CONFIRMED AS CAUSED BY AN OPEN CIRCU T-301.	CONFIRMED	AS CAUSE	9	AN OPEN CIRCU	
	CORPECTIVE ACTION-PRODUC	CORECTIVE ACTION-PRODUCTION PERSONNEL MERE INSTRUCTED IN PROPER SOLDERING TECHNIQUES AND INSPECTION PROCEDURES TO	HOPER SOLDERING TECH	MIGUES AN	D INSPECT	8	ROCEDURES TO	
	ELECTRICAL-A/B POWER DISTRIBUTION	CT-98-14-02EP MAIN MISSILE POWER CHANGEOVER BMIT 7-U17EE-S CH	FAR 7 7-017EE-5	11116	£7R	¥ 0 %	YES KINETICS NO	998790
	FAILURE MODE-FAILED TO	FAILURE MODE-FAILED TO OPERATE AT PRESCRIBED TIME BY FAILING TO TRANSFER FROM EXTERNAL TO INTERNAL.	46 TO TRANSFER FROM (EXTERNAL T	O INTERNA	ڹ		
	CORRECTIVE ACTION-RECOMENDE LATEST CONFIGURATION DESIGN.	CORRECTIVE ACTION-RECOMMENDED PART USE STUDY, REDESIGN TO SUIT USE, RETEST PRESENT STOCK IN LON TEMPERATURE AND USE Latest comfiguration design.	IVIT USE, RETEST PRE	ENT \$10CR	IN LOY 7	EMPER	ATURE AND USE	
	ELECTRICAL-A/B	69AZB31.1 JUNCTION BOX-THRUST SECTION	UTF-BUAL/FFT 69-61030-3	631106	2/9	3 A	5/ Ce	:
	FAILURE MODE-OUT OF SPE ABLE MEIGHT IS 8.5 LBS. OMFORM TO THE DIMENSIONS	FAILURE MODE-OUT OF SPECIFICATION. DURING EXAMINATION OF PRODUCT THE SPECIMEN NEIGHED & LB 8-3/14 OZ. MAXIMUM ALLOM ABLE WEIGHT IS 8.5 LBS. THE OVER WEIGHT CONDITION WAS CAUSED BY EXCESS POTTING MATERIAL. THE POTTING MOLDS DID NOT C OWFORM TO THE DIMENSIONS CALLED OUT IN THE DRAWING.	COUCT THE SPECIMEN .	WEIGHED & LB 0-3/16 OZ. MAXIMUM Material. The Potting Molds Did	LB 0-3/16 THE POTTI	3 3 5	MAXIMUM ALLON LOS DIO NOT C	
	CORRECTIVE ACTION-THE PO	COMMECTIVE ACTION-THE POTTING MCLD WAS RENORED NOVEMBER 83 TO REMOVE EXCESS POTTING MATERIAL. (REF. PAR 153), TEST No was continued.	TO REMOVE EXCESS PO	TT 1 146 MAT	ERIAL. (R		AR 153). TEB1	

PASE DIES

CONVAIR UIVISION

15 JUN 1956

STSTEH BLG.STSTEH	TENTAGRACAT NUMBER FALLED CORNORMENT NAME	DIF DATH BOUNCE PART NUMBER	VENICLE DATE DIF	31 16	VEHICLE SITE FRE VENDOR HATE.	
ELECTRICAL-A/B	69A2831.3 3UYC11OH BOK-THRUST SECTION	U1P-9UAL/PPT 89-3103D-3	431100 6	2763	HO 60/C	******
FAILURE MODE-COUT OF 1	FAILURE MOE-OUT OF TOLERANCE, DURING EXAMINATION OF PRODUCT THE DIMENSION LOCATING THE STENCIL IN OME DIRECTION ME ASSUMED 1.92 INCHES. SHOULD BE 8.03 TO 8.09 INCHES.	DUCT THE DIMENSION LC	KATING THE A	TENCIL 1	H OME DIRECTION ME	
CORRECTIVE ACTION-THE PECTION MERE INSTRUCTE UED.	CORRECTIVE ACTION-THE DRAWING WAS REVISED TO CALL-OUT A ONE DECIMAL PLACE DIMENSION, FABRICATION DEPARTMENT AND INS PECTION WERE INSTRUCTED TO ADHERE TO DPAMING DIMENSIONS FOR LOCATION OF STENCILS. (REF. FRR 153). TESTING MAS CONTIN	ONE DECIMAL PLACE DIV	ENSION, FABE LB. (REF. FR	RESEST.	DEPARTMENT AND INS TESTING MAS CONTIN	
ELECTRICAL-A/8 POMER DISTRIBUTION	69A2629.1 DESTRIBUTION BOX-81 POD	UTP-QUAL/PPT 69-61050-801	631107 6	3/09	YES GD/C NO	461734
FAILURE HODE-OUT OF 1 SUKED 17.33 INCHES (SH A RESULT OF IMADERUAL	FAILURE HODE-OUT OF TOLERANCE, DURING EXAMINATION OF PRODUCT THE DIMENSIONS BETWEEN THE SPECINCH HOUNTING HOLES MEA SURED 17.33 INCHES (SHOULD BE 17.290-17.310 INCHES) AND 8.973 INCHES (SHOULD BE 8.990-9.010 INCHES). DISCREFANCY WAS A RESULT OF INADEQUATE LAYOUT OF HOLE PATTERN ON THE YOOLING FIXTURE.	DUCT THE DIMENSIONS 6.973 INCHES (SHOULD BLING FIXTURE.	ETWEEN THE 1	SPECTNEN 10 INCHES	HOUNTING HOLES MEA 1). DISCREPANCY MAS	
CORRECTIVE ACTION-THE TO DETERMINE IF HOLE 1	CORRECTIVE ACTION-THE TOOLING FIXTURE WAS REQUISITIONED TO PROPERLY LOCATE THE HOLES. BOXES IN STOCK WERE SURVEYED TO DETERMINE IF HOLE LOCATION IS WITHIN TOLERANCE. NEWO 64-661-7-15 DATED 24 JAN. 1984 REQUESTED SURVEY. (REF FRE 1.) TEST CONTINUED.	TO PROPERLY LOCATE THE	IE HOLES. BOX	CS IN 81 PUESTED 1	BOXES IN STOCK WERE SURVEYED REQUESTED SURVEY. (REF FRR 11	_
ELECTRICAL-A/B POWER DISTRIBUTION	CT-98-14-026P HARNESS	FAR 55-64506-637	1260 631104	ETR	YES 60/C NO	****
FAILURE MODE-ELECTRICAL IMPED IN SPLICE BARREL).	FAILURE MODE-ELECTRICAL SMORT CIRCUIT MAS FOLAD IN A SPLICE OF A MON-SMIELDED AND SMIELDED CABLE. (SMIELDING WAS CR MPED IN SPLICE BARREL).	ICE OF A NON-AMIELDED	AND SHIELDE	ED CABLE	CHIELDING MAS CH	
CORRECTIVE ACTION-REC	CORRECTIVE ACTION-RECOMMEND INFROVED BUALITY CONTROL.					
FLECTRICAL-A/B POWER DISTRIBUTION	CT-98-04-113F Harmess	FAR 53-41001-055	1260 E	ETR	YES 60/C HO	51769
FAILURE MODE-SMURT (E COVERED IN THE MISSILE	IT (ELECTY, DURING FAILURE AMALYBIB OF A PLIGHT CONTROL DISCREPENCY, A GROUNDEL MIRE SPLICE WAS DIS ISILE MARMESS.	PLIENT CONTROL DISCR	EPENCY, A 68	100MDEL +	INE SPLICE WAS DIS	
CORRECTIVE ACTION-UNK	- UNICHONNY					
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LANGE TO THE PROPERTY OF THE P	THE PROPERTY OF THE PROPERTY O	THE PERSON AND THE PE			The same of the sa	1

GENERAL MANICS

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SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIF	311E 119E DIF	PRI OTH	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
ELECTRICAL-A/B	SLV-89-ED-276F Liauld-Oxygen Level Control	FAR 27 43021-3	631029	FAC	i š	YES HALLICRAFTERS.	******
FAILURE MODE-ELECTRICAL C	FAILURE MODE-ELECTRICAL OPEN, FAILURE WAS CONFIRMED AS CAUSED BY TWO ELECTRICALLY OPEN DIODES, LRI, GRE, Corrective action-vendor electrical test practices were revised to prevent possible shorting of these diodes.	IED BY TWO ELECTRICA 113ED TO PREVENT POS	LLY OPEN D	100E&1 C	11. C	RZ. D100E8.	
ELECTRICAL-4/B POWER DISTRIBUTION	LV-99-E0-279-F CAPACITOR	FAR 7-04340	631023	FAC	7. O	JOHANSON HEG. E402	895647
FAILUKE MODE-ELECTRICAL B BY IMDEQUATE INSULATION	FAILUKE HODE-ELECTRICAL BHORT. UNIT WAS REJECTED FOR INTERMITTENT ELECTRICAL SHORT. FAILURE WAS CONFIRMED AS CAUSED BY INADEQUATE INSULATION. INSULATION RESISTANCE WAS DEGRADED THROUGH EXTENSIVE ADJUSTMENTS.	HITENT ELECTRICAL SED THROUGH EXTENSIVE	HORT. FAIL.	URE WAS 178.	CONF.1	RMED AS CAUSED	
CORRECTIVE ACTION-NOME, P	FIRST REPORTED FAILURE. CAUSE OF FAILURE CONSIDERED TO BE EXTENSIVE HANDLING AND ADJUSTMENT	ILURE CONSIDERED TO	BE EXTENS	TVE HAND	¥	AND ADJUSTMENT	
ELECTRICAL-A/B FOMER DISTRIBUTION FAILURE HODE-FAIL TO OPER RATION.	DABB3/L3-4MO-01-EE4 COMPOSITE-FRD/DPL EE4D WIN YES POWER CHAMECOVER BMITCH E7-06106-801 O OPERATE AT PRESCRIBED TIME, AC WOLTAGE INDICATION LOST DUE TO BLOW POMER CHAMEOVER BMITCH OPE	COMPOSITE-FRO/DPL E7-06106-801 : INDICATION LOST DU	224D 631019 E TO 8LOW	VTA POLER CA	7ES	VER BUITCH OPE	6 87 84 74
SYSTEM EFFECT-LUSS OF AC WEMICLE EFFECT-COMMIT SES CORRECTIVE ACTION-POWER C	STSTEH EFFECT-LUSS OF AC VOLTAGE INDICATION, SHUTDOWN OF HPB TO SOON. VEHICLE EFFECT-COMMIT SEQUENCE AND COUNTDOWN ABOUTED. CORRECTIVE ACTION-FOWER CHANGEOVER SMITCH WAS REPLACED.	6 TO BOOM.				·	
ELECTRICAL-A/B POMER DIS:HIBUTION	LV-90-14-E01-F BWI TCH-CHANGEOVER	FAR R7-06106-6C1		ar ar	88	KINETICS H-160-4	
FAILURE MODE-ERRATIC OPERATION, INDICA IVE ELECTRICAL AND ENVIRONMENTAL TESTS.	FAILUME MODE-ERRATIC OPERATION, INDICATOR CIRCUIT AND CONTACTS SLOW TO OPERATE, FAILUME NOT CONFIRMED DURING ENTENS Ve electrical and environmental tests.	CTS SLOW TO OPERATE	. FAILURE	NOT COM		DURING EXTENS	
CORRECTIVE ACTION-UNKNOWN.	•						
						PAGE 01R	

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UTR YES HO D BE PCT PROBES. THIS FAILU 13 NO ETION. APPARENT CAUSE WAS M E WAS CONTINED AND INS CAUS 13 YES 13 YES 14 YES 15 NO 15 NO 15 NO 16 NO 17 NA D DETERMINED TO SE NO 17 NA D DETERMINED TO SE NO	ZWEDAWA ON S	TESTAREPONI HUNDER	BIT DATA SOUPCE	VEHICLE DATE OFF	917E	PRI VENDOR NAME	3	
ANTHER CLOSURE OF THE BOLLOFF VALVE. CITCH-INSPECTION WILL REQUIRE THAT FUTURE INSTALLED MINING BE VISUALLY TRACED BEFORE HOOK UP. TICH BOLLOFF VALVE. CITCH-INSPECTION WILL REQUIRE THAT FUTURE INSTALLED MINING BE VISUALLY TRACED BEFORE HOOK UP. TICH BOLL LOCKS IN PLACE OF TAME LOCKS INSTALLED FOR TESTING. CT-HOW. CT-HOW. CT-HOW. CT-HOW. CT-HOW. THE CETTION-BALL LOCKS IN PLACE OF TAME LOCKS INSTALLED FOR TESTING. CT-HOW. CT-HOW. THE CETTION-BALL LOCKS IN PLACE OF TAME LOCKS INSTALLED FOR TESTING. CT-HOW. CT-HOW. SP-AS-ED-E64-F SP-AS-ED-E64-F SP-AS-ED-E64-F SP-AS-ED-E64-F SP-AS-ED-E64-F SP-AS-ED-E64-F THOM SPAN SPECITOR FORSOWEL WERE ADVISED OF THE FAILURE. CTION-HOW. CTION-HOW. FROM THE FAILURE. CTION-HOW. FROM THE FAILURE. SP-AS-ED-E64-F SP-AS	ELECTRICAL-A75 POMER DISTRIBUTION	WZ-4D-204F CABLING.ELECTRICAL	FAR 27-80751-409	010189	¥12			****
FTARESTON WILL REQUIRE THAT PUTURE THATALLED WIRING BE VISUALLY TRACED BEFORE HOCK UP. FTARESTATE STATESTATE ACCO-08-187 COMPOSITE-J FACT 1970 UMBILICAL TO OFERATE AT PRESCRIBED THE. UMBILICAL PIDOS REQUIRED MECHANICAL EJECTION. APPARENT CAUSE WAS MINGH. HAD BALL LOCKS IN PLACE OF TAME LOCKS HASTALED FOR TESTING. THEFROFTER DISCRETE SIGNALS. CT-NOWE. SP-AS-ED-EGA-F SP-AS-ED-EGA-F SP-AS-ED-EGA-F SP-AS-ED-EGA-F TON HARMESS WAS REJECTED FOR INTERNITTENT OFERATION. FAILURE. THAREASTATIC OFERATION. HARMESS WAS REJECTED FOR INTERNITTENT OFERATION. FAILURE. THECTRICAL CONNECTOR. THOSE WAS AN HOLICAL CONNECTOR. THOSE WAS AN HOLICAL WAS SANTE BALLE ACPAISED OF THE FAILURE. THOSE WAS ANTICH-CANNECOURS. TO OF TOLERANCE. ON EXTERNAL POREN FSIV. 400 CYCLE ACPAISE AS INDICATED SIE WOLTS WHILE PANEL PETER ATTORNER. THOSE WAS BALLED TO INTERNAL. ESTY NOSE TO 114.4. WOLTSKE DROP ACROSS CHAMMEOYER BAITCH WAS DETERMINED TO BE NO INTERNAL. THOSE WAS ANTICHED BY THE AND THOSE TO THE PANEL WAS DETERMINED TO BE NO INTERNAL. THOSE WAS ANTICHED BY THE AND THOSE TO THE PANEL WETER BY THE TRANSMENT. THOSE WAS ANTICHED BY THE BANK THE BALLER BY THE BANK	ູ້	PECIFICATION, FAILURE MAS CONFIRMED.	AS CAUSED BY CROSS-W	14ED 100 A1	9 8 9	PROBES. THIS	, v1 L 0	
FTAGESTAYPS-ACO-DG-187 COMPOSITE-J FACT 187D 13 NO UMBILICAL UMBILICAL FAIL TO OPERATE AT PRESCRIBED THE. UMBILICAL PHODS REQUIRED PECHANICAL EJECTION. APPARENT CAUSE WAS NO DINK. HAD BALL LOCKS IN PLACE OF TAME LOCKS INSTALLED FOR TESTING. T-IMPROPER DISCRETE SIGNALS. CTION-BALL LOCKS REPLACED BY TAME LOCKS. SP-AG-ED-264-F FAR 8530 FAC YES 60/C SP-AG-ED-264-F FAR 8530 FAC YES 60/C THOM SPACE TO INTERNITTENT OPERATION. FAILURE WAS CONFIRMED AND WAS CAUSE TO TO TO TO EXAMPLE. ON EXTERNAL POMER ESTY, ADD CYCLE AC PHASE A: INDICATED HAS BALLE PANCE METER AITCHING TO INTERNAL ESTY NOSE TO 114.4. VOLTAGE DROP ACROSS CHAMEGOVER BAITCH WAS DETERMINED TO BE NO BY TESTING HAD SHOWEN SHILLER DISCREPANCIES. THOM. THOM SHOWS.	CORRECTI VE ACTION-INS	PECTION WILL REQUIRE THAT FUTURE IN	STALLED WIRING BE VIS	UALLY TRACE	D BEFORE			
FAIL TO OPERATE AT PRESCRIBED TIME, UMBILICAL PIDDS REQUIRED HECHANICAL EJECTION, APPARENT CAUSE WAS MENTANCHED BALL LOCKS IN PLACE OF TAME LOCKS INSTALLED FOR TESTING.	ELECTRICAL-A/B POMER DISTRIBUTION	FTA8251/P3-4CO-06-187 U4D1L1CAL	COMPOSITE-J FACT	1870 630930	23	22		
T-INPROPER DISCRETE SIGNALS. CT-NOME. CTION-BALL LOCES REPLACED BY TANG LOCKS. SP-A9-E0-E84-F TRON HARKESS WAS REJECTED FOR INTERHITTENT OPERATION. FAILURE WAS CONTINED AND WAS GAUST FEECTRICAL CONNECTOR. FIRECTRICAL CONNECTOR. FTAB2249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 COHPOSITE-B FACT 197D SAUGE NO TOLERANCE. ON EXTERNAL POMER ESITY, 400 CYCLE AC PHASE A: INDICATED SIE VOLTS WHILE PANEL HETER ASTORM HAD SHOWN. FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTAB249/PS-4CO-03-187 FTABA10-04-04-04-05-05-05-05-05-05-05-05-05-05-05-05-05-		OPERATE AT PRESCRIBED TIME, UMBILIC) BALL LOCKS IN PLACE OF TAME LOCKS	AL PIDOS REQUIRED MEC INSTALLED FOR TESTING	HANICAL EJI	IC110N.	IPPARENT CAUSE N	I	
CTION-BALL LOCKS REPLACED BY TAMF LOCKS. SP-A9-20-264-F TION SP-A9-20-264-F THON SP-A9-20-264-F THON SP-A9-20-264-F THON HARMESS WAS REJECTED FOR INTERHITTENT OPERATION. FAILURE WAS COMFIRMED AND WAS CAUST FELCTRICAL CONECTOR. CTION-NOWE. PRODUCTION AND INSPECTION PERSONNEL WERE ADVISED OF THE FAILURE. FTAS249/PS3-4CO-03-187 COMPOSITE-B FACT 187D STAS249/PS3-4CO-03-187 COMPOSITE-B FACT 187D STAS249/PS3-4CO-03-187 COMPOSITE-B FACT 187D STAS249/PS3-4CO-03-187 COMPOSITE-B FACT 187D STAS266 SAGGES NO THOME. THOME. THOME.	SYSTEM EFFECT-IMPROPE	A DISCRETE SIGNALS.						
CTION-BALL LOCKS REPLACED BY TAME LOCKS. SP-A9-E0-E64-F RT-43016-E3 B9-06 TON HARNESS THON HARNESS WAS REJECTED FOR INTERHITTENT OPERATION. FAILURE WAS CONFIRMED AND WAS CAUS TELECTRICAL CONNECTOR. CTION-NONE. PRODUCTION AND INSPECTION PERSONNEL WERE ADVISED OF THE FAILURE. FTAREASY/F3-ACC-05-187 CONPOSITE-8 FACT 197D 13 YES HOS BAITCH-CHANGEOVER JICHIMA TO INTERNAL FOMER ESIV, 400 CYCLE AC PHASE A; INDICATED 112 YOLTS WHILE PANEL METER JICHIMA TO INTERNAL, ESIV ROSE TO 114.4. YOLTSEE DROP ACROSS CHANGEOVER BAITCH WAS DETERMINED TO BE NO 1-NOWE. T-NOWE.	VEHICLE EFFECT-NONE.							
TICH HARMESS ET-20-264-F ET-43016-23 630926 FAC YES 60/C HARMESS HAR REJECTED FOR INTERNITTENT OPERATION, FAILURE HAS CONFIRMED AND HAS CAUS TELECTRICAL CONNECTOR. CTICH-NONE, PRODUCTION AND INSPECTION PERSONNEL WERE ADVISED OF THE FAILURE. FTA8243/PS-4CO-05-197 CONPOSITE-8 FACT 197D 13 YES ANTICH-CHANGEOVER -OUT OF TOLERANCE, ON EXTERNAL POWER ES1Y, 4DD CYCLE AC PHASE A: INDICATED SIR YOLTS WHILE PANEL METER ATTCHING TOLERANCE, ON EXTERNAL POWER ES1Y, 4DD CYCLE AC PHASE A: INDICATED SIR YOLTS WHILE PANEL METER T-NONE. T-NONE. T-NONE.	CORRECTIVE ACTION-BAL							
-ERRATIC OPERATION. HARNESS WAS REJECTED FOR INTERHITTENT OPERATION. FAILURE WAS CONFIRMED AND WAS CAUS T ELECTRICAL CONNECTOR. CIION-NOME. PRODUCTION AND INSPECTION PERSONNEL WERE ADVISED OF THE FAILURE. FIRESAS/PS-4CO-DS-187 COMPOSITE-B FACT 187D SAGGES NO 110N SAGGES SAGGES NO TION TOLERANCE. ON EXTERNAL POWER ESIV, 400 CYCLE AC PHASE A, INDICATED SIR VOLTS WHILE PANEL HETER 1-NOME. 17-NOME. 17-NOME.	ELECTRICAL-A/B	39-10-201-7 HARNESS	FAR 27-43014-23	2620 630926	PAC	YE\$ 60/C		98633
FIGURE PRODUCTION AND INSPECTION PERSONNEL WERE ADVISED OF THE FAILURE. FIABEAS/PS-4CO-05-187 CONPOSITE-8 FACT 187D 13 YES TION SMITCH-CHANGEOVER OUT OF TOLERANCE, ON EXTERNAL POWER ESIV, 400 CYCLE AC PHABE A: INDICATED SIR VOLTS WHILE PANEL METER AITCHING TO INTERNAL, ESIV ROSE TO 114.4. VOLTAGE DROP ACROSS CHANGEOVER BRITCH WAS DETERMINED TO BE NO 17-MONE. THONE. THONE.	FAILURE MODE-ERRATIC	OPERATION. HARNESS WAS REJECTED FOR	INTERHITTENT OPERATI	ON. FAILURI	D 8 44 2	FIRHED AND 1848	CAUS	
FTABEAS/9/FS3-4CO-05-187 COMPOSITE-8 FACT 187D 15 YES 8508FS NO FOUT OF TOLERANCE. ON EXTERNAL POWER ESIV, 400 CYCLE AC PHASE A: INDICATED 11E VOLTS WHILE PANEL METER 1-NOME. 17-NOME. 17-NOME.	CORRECTIVE ACTION-NON	E. PRODUCTION AND INSPECTION PERSON	NEL WERE ADVISED OF T	HE FAILURE				
FAILURE MODE-OUT OF TOLERANCE, ON EXTERNAL POWER ESIV, ADD CYCLE AC PHASE A; INDICATED 112 YOLTS WRILE PANEL METER READ 114.6. SWITCHING TO INTERNAL! ESIV ROSE TO 114.6. WOLTSGE DROP ACROSS CHAMGEOYER SMITCH SAS DETERMINED TO BE NO STATEM PREVIOUS TESTING MAD SHOUM SIMILAR DISCREPANCIES. STATEM EFFECT-MOME. CORRECTIVE ACTION-UNKNOWN.	ELECTRICAL-A/B POWER DISTRIBUTION	FTABZ49/F3-4CO-05-10T BMITCH-CHANGEOVER	COMPOSITE-8 FACT	1970	23	7.08 80	·	104205
STRTEM EFFECT-MOME. VEHICLE EFFECT-MOME. CORRECTIVE ACTION-UNKHOUM.	FAILURE MODE-OUT OF TI READ 114.0. SWITCHING RMAL, PREVIOUS TESTING	OLERANCE, ON EXTERNAL POWER ESIV, A TO INTERNAL, ESIV ROSE TO 114-4, VC , HAD SHOWN SINILAR DISCREPANCIES.	OD CYCLE AC PHABE A: LTAGE DROP ACROSS CHA	INDICATED !	TCH MAB	DETERMINED TO I	E E E	
VEHICLE EFFECT-MOME. CORRECTIVE ACTION-UNKNOWN.	BIBTEH EFFECT-NONE.							
CORRECTIVE ACTION-UNKNOWN.	WEMICLE EFFECT-MOME.							
	CORRECTIVE ACTION-UNK	HONER.						
		and a series of the series of		,		PAGE	PAGE 0129	

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GENERAL VANICS

Mararana	FAILED COMPONENT NAME	PART NUMBER			VEHIDOR PART NO	
ELECTRICAL-A/B	69CEB34 FUEL CONTROL UNIT	UTF-BUAL/PPT 87-04837-13	630923 60/C	7 VE.	ACOUSTICA CUSI-E	• • • • • • • • • • • • • • • • • • • •
FAILURE HODE-SHORT E AN DE PERRD TO OPERAT THE VALVE COMMAND OU	FAILURE MODE-SHORT ELECTRICAL DURING FIRST PROOF CYCLE, NO OUTPUT COULD BE OBTAINED FROM PIN S, RELAY WITHIN UNIT C AN DE MEARD TO OPERATE, FAILURE ANALYSIS RESULTS SHOM INDICATIONS OF CIRCUIT OVERLOAD. IT WAS CAUSED BY GROUNDING OF THE VALVE COMMAND OUTPUT TERNINAL OF THE CONTROL UNIT (PIN 3).	CYCLE, NO OUTPUT COULD BE OBTAINED FROM PIN S. RELAY MITHIN UNIT C HOM INDICATIONS OF CIRCUIT OVERLOAD, IT WAS CAUSED BY GROUNDING OF UNIT (PIN 3).	TAINED FROM PI VERLOAD, IT WA	N S. RELAY S CAUSED E	WITHIN UNIT C	
CORRECTIVE ACTION-A	CORRECTIVE ACTION-A NEW UNIT WILL BE COTAINED TO CONTINUE PPT.	NE PPT.				
ELECTRICAL-A/B POMER DISTRIBUTION	SP-98-14-200-F SWITCH-POAER CHANGEOYER	FAR E7-06106-801	Z63D ETR		YES KINETICS HO 1070106	****
FAILURE MODE-FAILED INVERTER STOPPED ON I 6 DRAWN THROUGH CONTA	LED DURING OPERATION WEN SMITCHING FROM EXTERNAL TO INTERNAL DUE TO ERRATIC CONTACT FOR INVERTER. ON INTERNAL POWER AND SWITCH WAS SWITCHED BACK TO EXTERNAL POWER RESULTING IN STARTING CURRENT BEIN ONTACT AND EXCEEDING DUSIGN LIMITS.	M EXTERNAL TO INTERNA! IED BACK TO EXTERNAL PO	DUE TO ERRATI MER RESULTING	C CONTACT	FOR INVERTER. W CURRENT BEIN	
CORRECTIVE ACTION-TE	CORRECTIVE ACTION-1E3T PERSONNEL WERE ADVISED THAT THE FUNCTION OF THE SWITCH IS TO TRANSFER POWER FROM EQUAL SOURCES AND THAT IT SHOULD NOT BE USED AS AN ON-OFF SWITCH.	FUNCTION OF THE BATTCH	IS TO TRANSFE	R POMER FI	ON EQUAL SOURC	·
ELECTRICAL-A/B	A-AB-14-197-F SMITCH-CHANGEOVER	PAR 27-06177-5	46E FAC 630910	FACTORY YES	KINETICS M600-16	019810
FAILURE HODE-OPEN EL	FAILUME MODE-OPEM ELECTRICAL. FAILURE OF PINS TO MAKE CONTACT WHEM BAITCM TRANSFERED FROM EXTERNAL TO INTERNAL.	ONTACT WHEN BUILTON TRA	NSFERED FROM E	KTERNAL TO	INTERNAL.	
CORRECTIVE ACTION-VENDOR	NOOR REQUESTED TO REVIEW AND IMPROVE ASSEMBLY AND ADJUSTMENT TECHNIQUES.	TE ABBEHBLY AND ADJUSTH	ENT TECHNIQUES			
ELICTRICAL-A/B	88-80-20-236F AMPLIFIER	FAR E7-43016-E3	2120 2-5 630904	F S		*****
FAILURE MODE-SHORT (FAILURE MODE-SHORT (ELECTRICAL) - UNIT MAS REJECTED FOR PAILURE TO CONTROL THE PU VALVE. FAILURE MAS CONFIRMED AS CA SED BY A DEFECTIVE CONVERTER AMPLIFIER RESULTIME FROM A SHONTED ZENER DIODE.	FAILURE TO CONTROL THE GHONTED ZENER DIODE.	PU VALVE. PAI	TORE HAS	CHFIRMED AS CA	
CORRECTIVE ACTION-PR. VALUATING DESIGN CHAN	CORRECTIVE ACTION-PRODUCTION FACILITIES ARE BEING EQUIPPED FOR MONITORING TRANSIENT VOLTAGES. VENDOR AND GD/C ARE ALVATING DESIGN CHANGES TO INCREASE POWER RATING OF FAILED UNIT.	PED FOR WONITORING TRA	NSIENT VOLTAGE	. VENDOR	AND GD/C ARE E	
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DIFFICULTIES REVIEW-GLECIRICAL BYSTEM-ATROCHE

FLATTRICAL-A/B FOMA DISTRIBUTION FAILURE MODE-GUI OF TO UE TO 27-64501-877 HARN		a des entre a les serves temperates selections na calendates ces services brus, hydride selections of a construction of	1350	FACTORY			2
<u>~</u>	にゃなのので・マローので、こののになっている。	FAR 27-64501-877	220629		76 60/C		******
	OF TOLERANCE. MISSILE HARNESS INCORRECT FOR 55-41001-851 AUTOPILOT PROGRAPHER. FAILURE CONFIRMED D. T HARNESS INSTALLED WHERE RT-84501-899 IS CORRECT. FAILURE CAUSED BY LATE ENGINEERING RELEASE.	FOR 55-41001-851 AUT B CORRECT, FAILURE CA	OPILOT PROG UBED BY LAT	RAHHER.	ATLURE	CONFIRMED	•
CORRECTIVE ACTION-607C	CHRECTIVE ACTION-60/C UPDATED HARNESS TO CORRECT 27-64501-699 CONFIGURATION.	DI-699 CONFIGURATION.			and the second s		
ELE :TRICAL-A/B POM:R DISIRIBUTION	GDA 63-0690 CABLING, ELECTRICAL	COMPOSITE-FRD/DPL	142D 63081A	AT T	ž č		191640
FILURE MODE-PREMATURE	MATURE OPERATION 99.5 PERCENT PROBE ACTIVATE INDICATION RECEIVED 4.8 SECONDS AFTER 80 PERCENT. 5 PCT PROBE BEING MIRED TO 85 PCT PROBE.	VATE INDICATION RECEI	VED 6.6 BEC	OHDS AFTI	8 8	ACENT. PROB	9
SYSTEM EFFECT-OPERATIO	SYSTEM EFFECT-OPERATION STOPS PREMATURELY. FUEL LOAD STOPPED PRIOR TO FUEL LOAD COMPLETE.	PPED PRIOR TO FUEL LO	AD COMPLETE				
VCHICLE EFFECT-COUNTDO	OUNTDOWN DELAYED.						
CORRECTIVE ACTION-WIRING	ING CORRECTED.					,	
ELECTRICAL-A/B POWER DISTRIBUTION	34-39-14-193-F Harres	FAR 27-61864-913	2270 630724	FACTORY	YES 60/C	u	483734
FAILURE MODE-SHORT (ELI AMJ FRAGNENTS MERE CLIN	FAILURE MODE-SHORT (ELECT.) REPORTED DURING DIELECTRIC TEST FOR FINAL CHECKOUT. SHIELD WAS BROKEM INSIDE COMMECTOR HJ FRAGHENTS WERE CLINGING TO COMMECTOR INMER BURFACE. BREAKING CAUSED BY INPROPER ASSEMBLY.	EST FOR FINAL CHECKOUREAKING CAUSED BY IMP	T. SHIELD Y	KS BROKEI BLY.	1 1 1 1 1 DE	COMMECTO	<u></u>
CCHRECTIVE ACTION-SHOP THIS TYPE.	COMPECTIVE ACTION-SHOP ASSEMBLY AND INSPECTION PERSONNEL ADVISED TO FOLLON SPECIFICATIONS FOR MARKESS ASSEMBLIES OF	ADVISED TO FOLLOW SP	ECIFICATION	IS FOR HA	PE.55 AS	SEMBLIES .	h
ELECTRICAL-A/B MOMER DISTRIBUTION	A-200-14-1400-7 TARETURE	FAR 27-62317-003	£35-0 €30710	PACTORT	YES BENDIK NO GP3106	BEND 1 K GP3106E-ER-198	**
FAILURE MODE-OPEN DUE	n due to breaks in wires resulting prom improper assembly and soldering	IMPROPER ABSEMBLY AND	BOLDERING.				
CORRECTIVE ACTION-APPRING.	CORRECTIVE ACTION-APPROPRIATE PACTORY PERSONNEL WERE INFORMED OF THE PAULTY SOLDER CONNECTIONS AND IMPROPER HANDLIN . DURING POTTING.	ORNED OF THE FAULTY &	OLDER CONNE	C710N8 A	O IMPAG	PER HANDL	z
						PAGE 0131	-

GENERAL MAHICS

SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE SITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	A-88-E0-230F FUEL PROBE A387.	FAR R7-72455-803	630715 TACTORY	YES NO	367680
FAILURE MODE-ELECTR DIMES OF SENSOR TRAM	TRICAL SHORT, PAILURE WAS CONFIRHED AS CAUSED BY SHORTED CIRCUIT BETWEEH PRIMARY AND SECONDARY WIN IANSFORMER.	CAUSED BY SHORTED CIR	CUIT BETWEEH PRIMAR	Y AND SECONDARY WIN	
CORRECTIVE ACTION-N	I-NOME. PREVIOUS DESIGN CHANGES AND PROCESS IMPROVENTS BY THE VENDOR IS CONSIDERED CORRECTIVE.	EBS IMPROVEMENTS BY T	HE VENDOR 18 CONSID	ERED CORRECTIVE.	
ELECTRICAL-A/B POMER DISTRIBUTION	SP-90-20-260F ISOLATION AMPLIFIER	FAR E7-43010-16	750 WTR 630711	YES 60/C NO	01610
FAILURE MODE-SHORT FIRMED AS A SHORTED	ELECTRICAL. UNIT WAS REJECTED DURING BENCH TEST FOR NO OUTPUT OF ERROR DETECTOR. FAILURE WAS CON CAPACITOR IN THE ISOLATION AMPLIFIER.	BENCH TEST FOR NO OUT	PUT OF ERROR DETECT	OR. FAILURE WAS CON	
CORRECTIVE ACTION-9	M-BUNLITY CONTROL REVIEWED ABJENDLY PROCEDURES. PRODUCTION PERSONNEL WERE MADE ANARE OF THIS PROFILE	EDURES. PRODUCTION PE	RSONNEL NERE NADE A	IMRE OF THIS PROPLE	
ELECTRICAL-A/B MOMER DISTRIBUTION	5P-00-04-4351-F HARNESS	FAR 92-40003-016	EOID WTR 630615	YES CANNON NO CASID6E-148-78	205200
FAILURE MODE-OPEN (FAILURE WODE-OPEN (ELECT). TWO AUTOPILOT MARNESS COMMECTORS FAILED WITH INTERMITTENT OPENS AT PIN B (PTDI AND PTDS). BOTH FAILURES COMFIRMED DUE TO BROKEN WIRES AT PIN B. FAILURE CAUSED BY MISHANDLINK	ORS FAILED WITH INTER AILURE CAUSED BY MISH	MITTENT OPENS AT PI ANDLINE	IN B (PTG1 AM) PTG5)	
CORRECTIVE ACTION-6 THE AFOREMENTIONED	CORRECTIVE ACTION-60/C REINSTRUCTED ALL FACTORY AND BITE PERSONNEL IN THE PROPER NATING AND DENATING OF COMMECTONS. THE AFOREMENTIONED OPERATION IS STRICTLY LIMITED TO PROPERLY TRAINED AND CERTIFIED MERSONMEL.	PERSONNEL IN THE PRO- ERLY TRAINED AND CERT	PER MATING AND DEM IFIED WERSOWNEL.	TIME OF COMMECTORS.	
ELECTRICAL-A/B POLER DISTRIBUTION	3F-99-14-190-F CONNECTOR-PIN	FAR 7-06392-3	ESED FACTORY	VES CANNON NO 017070-0646	•
FAILURE MODE-ERRATIC OFERATION DUE WE AMOUNT OF PERMATER BEING APPLIED	FAILURE MOE-ERRATIC OPERATION DUE TO INTERMITTENT OPEN OF PIN 75 IN AN UMBILICAL RECEPTACLE. RESULTED FACH ENCESSI Ve ancumt of permater being applied between the face plates and squeezing onto the pins, also primer material on Pin	OF PIN 75 IN AN UMBILICAL EB AND BQUEZZING ONTO THE	ICAL RECEPTACLE. RI THE PINS. ALSO PR	RECEPTACLE, RESULTED FROM EXCESSI PINS. ALSO PRIMER MATERIAL ON PIN	
CORRECTIVE ACTION-NAM	CORRECTIVE ACTION-MANUFACTURING MAS REQUESTED TO PROTECT PING THEN APPLYING PRIMER. Sted to reduce amount of Perhatex Between Face Plates.	PING WHEN APPLYING		"ENDOR HAD PREVIOUSLY BEEN REGU	
				PAGE 013E	, , ,

GENERAL CONAMICS CONVAIR DIVISION

Miller of the Market of the Ma	TEST REPORT NUMBER OF PART NUMBER DA	DIF DATA SOURCE	VEHICLE ALTE PRI	11.7E	1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	VENDOR MAKE	
ELECTRICAL-A/B POWER DIRTRIBUTION	3P-49-14-195-F 3M TCH-CHANGEOVER	FAR 27-06104-901	930812	PACTORY	22	K1WET1C8 M160-4	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-FAIL DURING C	DURING OPERATION, PROBLEM WAS CREATED BY TRANSTENTS FROM 635. 26 "DC SUPPLY, UNENDAM.	TRANSIENTS FROM 63E	08 DQ1 88	·			•
ELECTRICAL-A/B POMER DISTRIBUTION	AX63-0003-186D/FC-CO-01-0502-003	COMPOST TE-FACTORY	1260		22		202669
FAILURE MODE-FAIL DURING AND 17 (CLOSE VENT VALVE) ION NAS CAUSED BY THE MOTITER.	FAILURE MODE-FAIL DURING OFERATION, MIDWESTERN RECORDER NO. 2 CHANNEL B (FUSTAINER CUTOFF), 15 (OPEH VENT VALVES), AND 17 (CLOSE VENT VALVES) INDICATED MOMENTARY ACTIVATION AT POMER CHANGEO'ER PRON EXTERNAL TO INTERNAL. THIS CONDIT ION WAS CAUSED BY THE MOMENTARY INTERRUPTION OF THE ADD CPS POMER WHEN CHANGIN', FROM AGE POMER TO THE AIRBORNE INVERT	1. Z CHANNEL B (1 USTA T POMEN CHANGEO'ER P POMEN WHEN CHANGIN'	INER CUTOF	F), 15 (AL TO IN)	OPEN Y TERNAL THE A	ENT VALVES), THIS CONDIT	
SYSTEM EFFECT-IMPROPER DISCRETE STOMALS.	DISCRETE SIGNALS.						
VEHICLE EFFECT-COMPOSITE D CORRECTIVE ACTION-UNKNOWN.	VENICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TESTING REGUIRED. CORRECTIVE ACTION-UNKNOWN.	EQUIRED.					
ELECTRICAL-A/B FOMER DISTRIBUTION	A-99-14-180-F HARNESS	FAR 27-61802-813	430604	FACTORY	YES 40/C	Ø/C	005703
FAILURE MODE-ELECTRICAL	FAILURE MODE-ELECTRICAL SHORT OF GUTER SHIELD TO INNER SHIELD OF TRIAXIAL CABLE.	ELD OF TRIAXIAS, CABL	ú				
CORRECTIVE ACTION-INITIA	CORRECTIVE ACTION-INITIATED IMPROVED PRODUCTION BUALITY CONTROL AND INSPECTION OF CABLE ASSEMBLY.	NTROL AND INSPECTION	OF CABLE	133EHBLY			
ELECTRICAL-A/B POACR DISTRIBUTION	SP-80-20-243-F Lox Probe Transducer	FAR 27-43165-617	139D 43052E	a Fa	2 2	3/0 3	**************************************
FAILURE MODE-OFEN (ELEG" Elekent matrial, indica' miginating in the Associ	FAILURE MODE-OFEN (ELECT), FILANENT WAS BURNED OPEN AT ONE POINT, FLEMENT WIRE ENDS WERE TIPPED WITH SNALL BALLS OF Element Matrial, indicative the wire mad Burned Rather Than Broken. Failure was probably caused by a voltage surge Originating in the associated circuitry.	POINT, FLEWENT WIRE N BROKEN, FAILURE WA	ENDS WERE \$ PROBABLY	T:PPED CAUSED	1 <	MALL BALLS OF	
CORRECTIVE ACTION-THIS I	CORRECTIVE ACTION-THIS MAS A SECONDARY FAILURE, NO CORRECTIVE ACTION CAN BE TAKEN AN THE ASSOCIATED EQUIPMENT MAS N Of Returned for amalysis, this may may been re-adjusted at the fits to a lomer power level to correct the problem,	IVE ACTION CAN BE TA THE FITE TO A LONGR	REN AN THE POMER LEVI	ABBOCIA EL TO CO	TED EN	THE PROBLEM.	
						PA6E 0133	

15 JUN 1836

TOTAL TO KINNEY

BUG-818TER	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI VENDOR NUME OTH VEHDOR PART NO	•
ELECTRICAL-A/B POMER DISTRIBUTION	A-99-14-18E-C HARNESS	FAR 27-11448-807	24E 650517	FACTORY	YES 60/C NO	•
FAILURE MODE-FAIL DURING O	DURING OPERATION. REPORTED FAILURE DURING FIPAL CHECKOUT. STEM NOT RECEIVED FOR ANALYSIS. UMKNOMA.	# FIPAL CHECROUT. 1	TEN NOT REC	EI VED FO	2 AMLY818.	
	A-90-14-187-C HARIE33	FAP 2761065-639	3-6	MTR	YES 60/C NO	1111
FAILUPE MODE-ELECTRICAL	TRICAL SHORT TO SHIELD OF MIRE IN CIRCUIT OF REENTAY VEHICLE BEPERATION SHITCH.	T OF REENTRY VEHICLE	SEPERATION	8 WI TCH.		
CORRECTIVE ACTION-LANGING	CORRECTIVE ACTION-LAKNOWAL HARNESS WAS NOT RECEIVED FOR ANALYSIS.	MALYSIB.				
ELECTRICAL-A/B	CT-99-14-00AC F R MAIN HISSILE POWER CHANGEOVER BWIT 53-D6111-1 CH	F R 17 33-06111-1	630514	FACTORY	YES KINETICS NO	1972
FAILURE MODE-ELECTRICAL	TRICAL SHORT CIRCUITING MAS EVIDENT WHEN A REPORTED (EXCESSIVE CURRENT AND HEAT OCCURRED).	A REPORTED (EXCESS)	VE CURRENT	AND HEAT	OCCURRED).	
CORRECTIVE ACTION-UNKNOW	CORRECTIVE ACTION-LAKINDAN, SINCE THIS PART WAS FAILURE ANALYZED AND REPAIRED	ALYZED AND REPAIRED	AT THE VENDOR.	8		
ELECTRICAL-A/B POAER DISTRIBUTION	NZ-90-14-186-F 3MI TCH-CHANGEOVER	FAR E7-06177-3	196-D 630314	# 55 M	YES UNITED CONTPOL. NO 863-1C	Z. 885783
FAILURE MODE-FAIL DURING IOM.	DURING OPERATION. OPERATION STOPPED PREMATURELY WAILE TRANSFERING FROM EXTERNAL TO INITRNAL POSIT	HATURELY WHILE TRANS	FERING FRO	EXTERNA	L TO INTERNAL POS	Ė
CORRECTIVE ACTION-LHENDA	CORECTIVE ACTION-UHKNOW. A TWX WAS SENT TO CONCERNED PERSONNEL AT WTR CUTLINING PRECAUTIONS TO SE TAKEN WHEN CYCL NG THE SWITCH TO PREVENT MISAPPLICATION AND RESULTANT FAILURE.	RSOWEL AT WIR CUTLI	NING PRECA	UT10NB 10	BE TAKÊN MMEN CY	ړ
ELECTRICAL-A/B POWER DISTRIBUTION	AX63-0003-750/FC-4CO-02-0008-003	COMPOST TE-FACTORY	750 630513		7E3 6.E.	
FAILURE MODE-ELECTRICAL BFACTORY TRANSMISSION AM	PAILURE MODE-ELECTRICAL OPEN, THE DECODER DISCRETE RELAYS WERE NOT PECORDED ON THE SUIDANCE SANSORN RECORDINS. SATI SPACTORY TRANSHISSION AND RECEPTION OF THE CONNANDS NERE VERIFIED BY FLIGHT CONTROL AND TELEMETRY.	WERE NOT PECORDED (N THE GUID NIROL AND	AHCE BAHETEL	ONN RECONDING. SA	=
BYBIEN EFFECT-NOME.						
					20.0	

GENERAL WINAMICS

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STRIM SUG-STRIEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE PRI	0 T	VENDOR HANE	
VEHICLE EFFECT-COMPOS	POSITE DELAYED. POST-COMPOSITE TESTING WAS REGUIRED.	AS REQUIRED.	,				*****
DREECTIVE ACTION-A L	CORFECTIVE ACTION-A LOOSE GUIDANCE UNBILICAL (JIDBA) WAS READJUSTED PER HPRES-05.	EADJUSTED PER HFRE	1.05.				
ELECTRICAL-A/B	A-99-14-180-F HARNESS-CORNECTOR	FAR 27-11440-1	KTSUED	FACTORY	¥ 6	YES 40/C	005733
AILURE MODE-ELECTRIC	FAILURE MODE-ELECTRICAL OPEN. WIRE BROKEN AT PLUG RESULTING FROM IMPROPER SOLLIERING.	46 FROM IMPROPER SOL	.terime.				
DRRECTIVE ACTION-ALL ROCEDURES PER APPLIC	CORRECTIVE ACTION-ALL PERSONNEL CONCERNED WITH ASSEMBLY WERE CAUTIONED TO UNE HEAT SIMEN DURING ASSEMBLY AND PROPER PROCEDUKES PER APPLICABLE M.P.S. NERE POSTED AT EACH ASSEMBLY STATION.	TRE CAUTIONED TO UM	E HEAT BINKD	DURING	ASSEM	BLY AND PROPER	,
ELECTRICAL-A/8 POMER DISTRIBUTION	3F-9D-E0-E29-F LOX LEYEL TRANSDUCER	FAR 27-43165-848	1900	a Ly	3 3	3/Q 9	802703
FAILURE MODE-OFEN ELE	FAILURE MODE-OPEN ELECTRICAL, NOT CONFIRMED, THE REPORTED TEMPO UE TO A LOOSE CONNECTION IN THE PROPELLANT LONDING CONTROL UNIT.	TEMPORARY OPEN CIRCUIT INDICATION WAS LATER FOUND TO BE.	CUIT INDICAT	8 9 .	2	FOUND TO BE D	
CORRECTIVE CITON-NONE	R. KENDIKED. INIS UNII DIU NOI PAIL.		***************************************	***************************************			
ELECTRICAL-A/B	SP-90-20-229-F Lok Leyel Transducer	アスカー かんしゅうかい	1900	ž Š	99	57 CB	*04.104
FAILURE MODE-OPEN ELE E TO A LOOSE COMMECTI	FAILURE MODE-OPEN ELECTRICAL, NOT CONFIRMED, THE REPORTED TEMPOL LE TO A LOOSE CONNECTION IN THE PROPELLANT LOADING CONTROL UNIT.	TEMPORARY OFEN CIRCUIT INDICATION WAS LATER FOUND TO BE UNIT.	UIT INDICAT	IQ.	27.2	FOUND TO BE D	
CORRECTIVE ACTION-NOWE	ME REQUIRED. THIS UNIT DID NOT FAIL.						
ELECTRICAL-A/B	SF-9D-20-229-F LOX LEVEL TRANS/JUCER	FAR #7=4%140=619	1800 880511	Ę	22	5/0 5	****
PAILURE HODE-OPEN ELE. LOOSE GROUND COMMECTIO	FAILUME HODE-OPEN ELECTRICAL, NOT CONFIGUED, THE REPORTED LOOSE GROUND COMMECTION IN THE PROFELLANT LOADING CONTRY	TEMPORARY OPEN CIRCUIT INDICATION WAS LATER FOUND TO BE UNIT.	THE INDICAT	10. 14.	1769	FOUND TO SE A	
CORRECTIVE ACTION-NOW	WOME REQUIRED. THIS UNIT DIG NOT FAIL.						,
			-			10.0	
A STATE OF THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUM	A STATE OF THE PROPERTY OF THE	والمتالية والمتالة			-	**** ****	_

GENERAL DYNAHICS CONVAIR DIVISION

15 JUN 1866

DIFFICULTIES REVIEW-ELECIRICAL SYSTEM-AIRBORNE

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NAME ART NO		FRECT1		VOL.18			READ			ILED TE . HARNE	UNDETE TO THE	P46E 0136
VENDOR HANE	J / 93	A LOOSE GROUND COMMECTI		18 10.24 1888 T.O.			POINT		3/0 3	S CAN FAI	NE TO 60	14
E 0	9 9	386	5 3	¥ 11		Y ON	168			¥ 8	¥ ×	
SITE PRE TIME DIF OTH	£ 5	0 86 A LQ	FACTORY	EADING OF		AT.	E7-8453E.		FACTORY	ERED WHEN LTY WIRIN	A MIBSIN	
VEHICLE DATE DIF	1900	SCLOSED TO	630508	.10.1 / R		630429	ACCEDURE		630426	MS DISCOV AND A FAU	PERHITED CRIMPING	
DIF CATA SOURCE PART HUMBER	FAR E7-43165-617	ID. THE REPORTED FAILURE WAS LATER DISCLOS. THIS UNIT. NO CORRECTIVE ACTION RESUIRED.	7AR 7-4844-819	ir Eop 330.139 par. 9 2818LY failed to am	SE DETERMINED.	FAR	AING BENCH TESTPER P) TO BE A BROKEN COAK		FAR 27-41356	EN CIRCUITA, DEFECT W MECTOR ON MRONG WIRE	I THE TEST SET WHICH	•
TEST/REPORT NU GER FAILED COMPONENT NAME	SP-60-EG-EE9-F LOX LEVEL TRANSDUCER		99-En-238F DEMODULATOR DIODE	FAILURE MOCE-OPEN IELECT). DURING MAMUFACTURING TESTING PER EOF 330.139 FAR. 5.10.1 J. READING OF MINUS 10.24 VOLTS. WAS OBTAINED. ALLOMABLE IS 8.1 TO 9.1 VOLTS. ZENER DICDE POSSIBLY FAILED TO AN OPEN CONDITION DURING VIBRATION. DEPOTITING RESTORED UNIT TO WORKING CONDITION.	CORNECTIVE ACTION-NOME TAKEN SINCE EXACT CAUSE COULD NOT BE DETERMINED.	90-20-230C COAK-COMMECTOR	OF TOLERANCE. OUT OF TOLERANCE READING DURING BENCH TESTPER PROCEDURE ET-9453E, TEST POINT 4 READ ALLOMABLE IS 5 VOLTS. THE CAUSE MAS FOUND TO BE A BROKEN COAKIAL CORNECTOR.		HG-99-04-4238F HARNESS	F ELECTRICAL, MARNESS WAS REJECTED FOR OPEN CIRCUITS. DEFECT WAS DISCOVERED WHEN 67RO CAN FAILED TE AUSTO BY MISSING JUNFER WIRE, WIRING COMMECTION, HARNE ITS SUBASSENDLY TEST.	-HARMEDS DESIGN WAS MODIFIED. AN ERROR IN THE TEST SET WHICH PERHITTED A NISSING WIRE TO GO UNDETE. ADDITIONAL INSPECTION AND CONTROL POINTS WERE ESTABLISHED. CRIMPING PROCEDURES WERE ADDED TO THE SOLDER SCHOOL.	
8781EH 808-3731EH	ELECTRICAL-A/B POLER DISTRIBUTION	FAILURE MODE-OPEN ELECTRICAL, NOT CONFIRM ON IN THE PROPELLANT LOADING CONTROL UNIT. CORRECTIVE ACTION-THERE MAS NO FAILURE OF	ELECTRICAL-A/B	FALURE MOGE-OPEN (ELEC' NAS OBTATINED. ALLOMBLE TITME RESTORED UNIT TO W	CORRECTIVE ACTION-NOME	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OUT OF TOLI	CORRECTIVE ACTION-LAKINDAM.	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-OPEN ELECTI 81. DEFECTS WERE CAUSED 18 WOULD HOT PASS ITS SU	CORRECTIVE ACTION-HARNESS CTED HAS CORRECTED, ADDITI CURTICULIN OF THE BOLDER	

GENERAL .. MANICE CONVAIR DIVISION

15 JUN 1566

DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

37.576. 8U8.97.57ER	TEST/REFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	ATTE PRI		VEHDOR HAME VEHDOR PART NO	
ELECTRICAL-A/B	P4~4CO-04-130 HARHESS	COMPUSITE-1 FACT 27-61759-629	1300	:	ا ا ا		*******
FAILURE MODE-OPEN (ELECT), THE DUE TO AN OPEN IN PLUG SARPT.	(ELECT). THE PITCH DISPLACEMENT SYNO DID NOT RESPOND TO PITCH STEERING COMMANDS FROM THE DECODER. PLUG SARPT.	NOT RESPOND TO PITC	H STECRING	COMMAND	FRO	H THE DECODER.	
SYSTEM EFFECT-INPROPER ANALOG SIGNALS.	MALOG SIGNALS.						
VEHICLE EFFECT-COMPOSITE RESCHEDULED.	RESCHEDULED.						
CORRECTIVE ACTION-REPLACE	CORRECTIVE ACTION-REPLACED PLUG SARPT AND ASSOCIATED HARNESS PROM DECODER TO PERMANENT SPLICE AREA AT STATION 1130.	SS FROM DECODER TO P	ERMANENT A	PLICE AN	EA AT	\$7ATIOH 1130.	
ELECTRICAL-A/B POWER DISTRIBUTION	AA63-0012/P4-4CO-04-130 HARNESS	COMPOSITE-J FACT	1500 630425	3	5 S		***************************************
FAILURE MODE-OPEN (ELEC)	FAILURE MOE-OPEN (ELEC), MIRE THPROPERLY SOLDERED TO PIN A OF PLUG SAZPY AT DECODER.	A OF PLUG SARPT AT D	ECODER.				v
SYSTEM EFFECT-IMPROPER AL	SYSTEM EFFECT-IMPROPER AMALOG SIGNALS. PITCH COMMAND SIGNALS MERE NOT TRANSMITTED ACROSS PLUG TO GYRO.	LS WERE NOT TRANSHIT	TED ACROSS	PLUE TO	CTRO		
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED HARNESS MAS REPOSITIONED TO EFFECT CONTINUITY ACROSS PIN A AND TEST MAS COMPLETED	TO EFFECT CONTINUIT	Y ACROSS P	IN A AND	TEST	WAS COMPLETED	مراجع ورودوات
CORRECTIVE ACTION-LAKNOW.	ż						
FLECTRICAL-A/B POMEN DISTRIBUTION	3P-90-04-4261F Harness	FAR 27-61907-933-01	1390	ž	ž Š		06.2560
FAILURE HODE-OUT OF SPECI F THE CONNECTOR AND BECAUS O UNSATISFACTORY INSTALLAL	OF SPECIFICATION, THE HARKESS SPLICE MAS REJECIED BECAUSE NO WIRE STRANDS WERE VISIBLE IN WINDON O 40 because loose strand was observed at the single wire end of the splice. Discrepancies were due t Installation of the splice.	REJECIED BECAUSE NO E SINGLE WIRE END OF	WIRE STRAN	DS MERE E. DISCR	VISIB EPANC	STRANDS MERE VISIBLE IN WINDON O SPLICE, DISCREPANCIES MERE DUE T	
CORRECTIVE ACTION-NONE.							
ELECTRICAL-A/B POMER DISTRIBUTION	LOCAL ETR REPORT/P4-4CO-02-130 SMITCH-CHANGEOVER	COMPOSITE-B FACT E7-D61D6-801	1300	-60	ž Q	KINETICS H180-4	-
FAILURE HODE-FAIL DURING BT.	DURING OPERATION. WHEN NIBSILE FOMER WAS SHITCHED TO INTERNAL, PHASE A VOLTAGE TO GUIDANCE MAS LO	SWITCHED TO INTERNA	L, PHASE A	VOL TAGE	9	UIDANCE MAS LO	
SYSTEM EPPECT-OPERATION S IN THE SYTERIAL POSITION.	STOPS PREMATURELY. PHASE A VOLTAGE WAS NOT SUPPLIED TO THE GUIDANCE SYSTEM WHEN SWITCH WAS	MAS NOT SUPPLIED TO	THE GUIDA	HCE 8787	ž	EN BWITCH MAS	
VEHICLE EFFECT-COMPOSITE ABONTED.	ABONTED.						
Regional designation of the second section of the section						PAGE 0137	

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PART 140	94049	2 C T T C T		891830	S LOST AMAGE.	441 C
DATE DIF THE DIF OIN VENOOR PART NO	YES KINETICS NO M160-4	HTERNAL. CA! T CHANGEOVE!		YES NO	E BYSTEH MA	DELAT BEFOR
1114 016 0	14 YES	NGEOVER TO III		74 75 78 78 78	THE GUIDANCE	1.0 SECOND TO PAILED TO DOA!
DATE D1	1 1,300	STEN AT CHAI		1300	VOLTAGE TO	PERIENCED A PERIENCED A O, PITCH SY (FAR 96-1E-
TART TUNGER	COMPOSITE-B FACT E7-06108-601	AT TO GUIDANCE BY: 6 AB INSULATOR. ACTB REBULTED IN I		COMPOSITE-B FACT	INTERNAL PHASE A DANCE CANISTERS W	COMPOSITE-8 FACT E7-81739-829 SPLACEMENT GYRO EXP STOR. TEST P4-4CO-04-130 S8 WAS REPLACED. (
FAILED COMPONENT NAME CH. (FAR 98-14-179).	Q-0£-130	DURING B FACT, PHASE A POMER LOST TO GUIDANCE SYSTEM AT CMANGEOVER TO INTERNAL. CAUSED B GREASE ON SMITCH CONTACTS ACTING AS INSULATOR.	живи.	5	DURING OPERATION. AT POMER CHANGEOVER TO INTERNAL PHASE A VOLTAGE TO THE GUIDANCE BYSTEM MAS LOST. TIC POMER CHANGEOVER BAITCH. TIC OPERATION. POSITE ABORTED. POMER CHANGEOVER BAITCH MAS REPLACED. GUIDANCE CANISTERS MERE REPLACED DECAUSE OF POSSIBLE DANAGE.	TA-4CO-01-13D CONNECTOR/VIRE EXT-81739-8E9 TO OPERATE AT PRESCRIBED THME. PITCH DISPLACEMENT GYRO EXPERIENCED A 1.8 SECOND DELAY SEFONE RESPICATION COMMANDS DUE TO A DEFECTIVE CONNECTOR. ICPER AMALOR SIGNALS. FRODLEH HOT NOTED UNTIL EE APRIL 63, ON TEST P4-4CO-04-130, PITCH 57RO FAILED TO RESPOND AT ALL (115 TIME, PLU6 5AEPT AND ASSOCIATED HARMESS WAS REPLACED. (FAR 96-12-004)
FAILED COMPONENT NAM REPLACED SWITCH. (FAR 98-14-179).	AA63-DDIE/FA-ACO-DE-130 CHANGEOVER SMITCH	TIVE GREATE ON SMI	TE ABORTED AND RE-	PA-ACO-02-130 SWITCH-CHANGEOVER	WE OPERATION, AT P. POWER CHANGEOVER 9 OPERATION. TE ABORTED. R CHANGEOVER SMITT	PA-ACO-01-13D CONNECTOR/MIRE FERATE AT PRESCRIE G COMMANDS DUE TO ANALOG SIGNALS. LEM NOT NOTED UNTI
BUR-TYSTEN CORRECTIVE ACTION-REPLA	ELECTRICAL-A/B	FAILURE MODE-OPEN (ELECT), DURING B FACT, PHASE A POMER LOST TO GUIDANCE SYSTEM AT CHANGEOVER TO INTERNAL, CAUSED B T LOM-TEMPERATURE-SENSITIVE GREATE ON SMITCH CONTACTS ACTING AS INSULATOR, SYSTEM EFECT-ERRAF, COPERATION, GREASE INSULATION ON CONTACTS RESULTED IN LOSS OF PHASE A POMER AT CHANGEOVER TO INTERNAL.	VEHICLE EFFECT-COMPOSITE ABORTED AND RE-SCHEDULED.	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE HODE-FAIL DURING OPERATION, AT POWER C BECAUSE OF AN ERRATIC POWER CHANGEOVER SMITCH. SYSTEM EFFECT-ERRATIC OPERATION. VEHICLE EFFECT-COMPOSITE ABORTED. CORRECTIVE ACTION-POWER CHANGEOVER SMITCH MAS	ELECTRICAL-A/B POWER DISTRIBUTION CONNECTOR/WIRE E7-61730-6289 FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, PITCH DISPLACEMENT GYRO EXPERIENCED A 1.8 SECOND DELAY SEFONE PER OND ING. TO PITCH STEZNING COMMANDS DUE TO A DEFECTIVE CONNECTOR. SYSTEM EFFECT-IMPROPER ANALOG SIGNALS. WEMICLE EFFECT-MOME. CORRECTIVE ACTION-PROSLEM HOT MOTED UNTIL 22 APRIL 63. ON TEST PA-4CO-04-130, PITCH 57RO FAILED TO RESPOND AT ALL 24 APRIL 63). AT THIS TIME, PLUG 51227 AND ASSOCIATED HARMESS WAS REPLACED. (FAR 95-12-004)

SENERAL DYNAHICS CONVAIR DIVISION

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	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE SITE DATE DIF TIME OF	PHI VENDOR MAHE OTH VENDOR PART NO	
3P-49-E0-E19-F DEMODULATOR	u-01	FAR 27-43018-18	197D 650408	FACTORY	<u>.</u>	***
FAILURE MODE-ELECTRICAL OPEN, COMFUI . CR-3 BURNED OPEN, COULD BE CAUSED B ENG.	ECTRICAL OPEN. COMPUTER WOULD NOT CONTROL VA	LVE ANGLE, CAUSE TR ANSJENT VOLTAGE IM	CONVERTER	AMPLIFIE	VALVE ANGLE. CAUSE TRACED TO TRANSISTOR A-8 AND ZENER DIOD TRANSIENT VOLTAGE IN CONVERTER AMPLIFIER BUILT BY CRESCENT	
COPRECTIVE ACTION-ANSWER TO VCAR 4311-63 ST. WILL INSTALL TRANSTENT MONITORING EQUIPMENT.	ON-ANSWER TO VCAR 4311-63 STATES TRANSISTOR Q-8 REPLACED WITH HIGHER VOL:AGE AND POWER RATING. 6D/C NSIENT MONITORING EQUIPMENT.	G-8 REPLACED WITH P	II GHER VOL.	AGE AND	OMER RATIMG. 60/C	
A-98-ED-EES-F DEMODULATOR T	A-99-EO-EES-F DEMODULATOR TRANSIBTOR	FAR 7-43444-615	2010 430303	FACTORY	NO 60/C	004243
SHORT-FAILUR	FAILURE MODE-ELECTRICAL SWORT-FAILURE TRACED TO SMORTED TRANSISTORS IN DEMOD. CAUSE BY EXCESSIVE VOLTAGE APPLICATIO 1.	NSTATORA IN DEMOD.	CAUSE BY E	CKCESSIVE	VOLTAGE APPLICATIO	
A9-20-210F TRANSFORMER WIRE	WIRE	FAR	130-D 630228	FACTORY	YES NO	894087
D. BROKEN WIR IN THE CANIST	FAILURE MODE-OPEN (ELECT). BROKEN WIRE AT TERNINAL 3 OF TRANSFORMER T-101. CAUSED BY MISHANDLING. PROBABLY DANAGED IS IT MAS BEING REPLACED IN THE CANISTER AFTER ADJUSTNENT OF POTENTIONETER R-507.	NSFORMER T-101. CAL POTENTICHETER R-50	ISED BY MIR	MANDL ING	PROBABLY DAMAGED	
CORRECTIVE ACTION-TLR 33286 WAS WRITT NG CHECKOUT. TLR 78010 WAS WRITTEN TO STHENT OF THE POTENTIONETERS.	ON-TLR 33296 WAS WRITTEN TO T AND O PLANNING FOR USE OF 79010 WAS WRITTEN TO TOOLING TO PROVIDE THE FIELD WITH INTENTIONETERS.	FOR USE OF A DUMNY FIELD WITH A DUMNY	SHELL	COVER THI	TO COVER THE MATCHED SETS DURI WITH THREE MCLES TO ALLOW ADJU	·
HG-99-14-170-P HARNCBS	•	FAR 27-62745-619	130-0 630227	FACTORY	YES 60/C HO	•
TH CABLE BE FLOH BEND OF	FAILURE WODE-OPEN (ELECT) IN CABLE BETWEEN VERHIER ENGINE MO. 1 FITCH-ROLL ACTUATOR SERVO CYLINDER COMMECTOR AND TH E MAIN HARNESS RESULTIMG FUOM BEND OF SPLICE AND FREEDOM TO PLEX FROM YIBRATION AND HANDLING.	O. 1 PITCH-ROLL ACT	TATOR SERVE AND HANDLE	O CYLINDI .1H6.	IR COMMECTOR AND TH	
ON-RECOMMENDATION TO ((A) SPLICE WINES IN SECTION OF HARNESS NOT SUBJECT TO BENDING (B) FIRMLY SECURE SUBJECT TO PLEXING (C) SURVEY VERNIER EMGINE HARNESS ASSEMBLIES.	SECTION OF MANNESS NOT SUBJECT TO SENDING (S) SURVEY VERNIER ENGINE MARNESS ASSEMBLIES.	SUBJECT T	O BENDIN	(6) FIRMLY SECURE	

18 JUN 1950

COMVAIR DIVISION

FALLED COMPONENT WITH HISTORY 199-04-4130-P
FAILURE MOCS-STRUCTURAL. VERNIER ENGINE & NEWT HARDOVER TO THE LEFT DUE TO A BROKEN WIRE SPLICE IN THE MARMESS ASSE Moly, Analysis determined that the Failure occurred because the wire flexed excessively where it entered the insulat Ion garrel of the splice.
CORRECTIVE ACTION-RECOMMENDED THAT THE MISSILE ELECTRICAL DERIGN GROUP TARE ACTION TO- (A) PREVENT SMLICING IN MARNE. S SECTION WHICH IS PLEXED, (2) REQUIRE ALL SPLICES AND 3 INCHES OF WIRE ON EACH END OF SPLICE TO BE PIRMLY SUPPORTE AND (C) SURVEY WERNIER ENGINE HARNESSES FOR CONFORMANCE TO RECOMMENDATIONS (A) AND (B).
FAILURE MODE-ERRATIC OPERATION-INTERMITTANT COMMECTION IN THE AUTOPILOT STAGING PLUG AFFECTED OPERATION OF THE AUTO- ILOT. CORRECTIVE ACTION-FACTORY PERSONNEL CAUTIONED TO ALLOM SUFFICIENT LENGTH OF WIRE DURING ASSEMBLY TO PREVENT STAAIN
IN (ELECT). THE PROGRAMMER FAILED TO ISSUE A SUSTAINER CUTOFF SIGNAL, REPORTEDLY PIN 6 MAS BENT AND INLYSIS DID NOT REVEAL ANY DAMAGE TO PIN 6 OR PROGRAMMER. TROUBLESHOOTING REVEALFY, THAT MISSILE HAR OF FROM PLUG SOSUSTE HIMS NOT TERMINATED TO THE PERMINENT SPLICE POINT. 34-MISSILE HARNESS REPAIRED.
CTRICAL OPEN- FAILURE TRACED TO DEFECTIVE TRANSISTOR BEING OPEN AT JUNCTION OF COLLECTOR LEAD TO CR.
CORRECTIVE ACTION-HOME, UMBLE TO DETERMINE CAUSE OF TRANSISTOR FAILURE.

13 JUN 1866

8 K	DIVISION	
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DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

3731EM 319-5731EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE DATE DIF	\$17E	PRI VENDOR NA	R NAME PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	89-20-215F AMPLIFIER-CAPACITOR	7-0-1551-8	630213	FACTORY	YEN CRESCENT HO		30000
FAILURE MODE-OPEN CIRCU	FAILURE MODE-OPEN CIRCUIT OF THE CAPACITOR DUE TO IMPROPER BONDING OF INTERNAL ELEMENT.	BONDING OF INTERNAL	. ELEHENT.				
CORRECTIVE ACTION-VCAR	ON-VCAR 3615-63 REPLY STATES VENDOR HAS INSTITUTED CLOSER SURVEILLANCE DURING ASSEMBLY	TTUTED CLOSER SURVE	ILLANCE DU	RING ABSE	øLY.		
ELECTRICAL-A/B	\$P-98-20-200F DEMODULATOR-CAPACITOR	FAR 7-43040-818	116D 630205	ETA	YES NO		16270
FAILURE MODE-ELECTRICAL	ECTRICAL SHORT. CAPACITOR C-101 SHORTED INTERNALLY BECAUSE OF		A MANUFACTURING DEFECT.	RING DEFE	÷		
CORRECTIVE ACTION-ANSWER LTAGE RATING. MAP MO30500	R TO YCAR 3563-63 BY CDE. MIL-C-25C ALLOMS IMADEQUATE SPACE FOR THE CAPACITANCE VALUE AND WO ID SUBMITTED TO CHANGE CAPACITORS.	ALLOWS INADEQUATE (PACE FOR T	HE CAPACI	IANCE VALUE AI	ş	
ELECTRICAL-A/B	A-98-14-174-F POWER CHANGEOVER SMITCH.	FAR 27-06177-3	134-F 63020.	ETR	YES UNITED CO	CONTROL	******
FAILURE MODE-ERRATIC OF	RATIC OPERATION OF HISSILE PHASE A VOLTAGE MAS REPORTED BUT VERAL OTHER COMPONENTS WERE REMOVED FROM THE HISSILE AT THE		EXTENSIVE ANA SAME TINE AND	LYSIS FAII ARE ALSO	EXTENSIVE AMALYSIS FAILED TO COMFIRM THE SAME TIME AND ARE ALSO SUSPECTED.	Ŧ	
CORRECTIVE ACTION-NOME-	ON-NOWE-PAILURE WAS NOT CONFIRMED.						
ELECTRICAL-A/B POWER DISTRIBUTION	A-89-20-201-F Transistor	FAR 7-4544-919	630116	FACTORY	7ES 40/C NO		994290
FAILURE MODE-ELECTRICAL SMORT. TRA ESTERS ERROR, UNIQUE TO TEST EQUIP.	SHORT. TRANSIBTORG 6-303 AND 6-304 BHORTED. CAUSE UNKNOWN. COULD BE POWER SUPPLY SURGE OR TEST EAUIP.	SHORTED. CAUSE UNK!	IONN: COULD	BE POWER	SUPPLY SURCE	8	
CORRECTIVE ACTION-NOME.	COSTS TO CORRECT TEST EQUIPMENT WOULD BE EXCESSIVE.	LD BE EXCESSIVE.					
ELECTRICAL-A/B POMER DISTRIBUTION	88-RO-RISF Transformer	FAR	630114	FACTORY	YES A.C.ELECTRONIC NO 8	2 100	
FAILURE MODE-SHORT ELECTRIC ALEVIATED SHORTED CONDITION.	FAILURE MODE-SMORT ELECTRICAL GIRCUIT PROBABLY FROM TRANSFORMER LEADS THAT MERE CLOSE TOGETHER. REMOVAL OF POTTING LEVIATED SMORTED COMDITION.	AMER LEADS THAT MER	E CLOSE TO	6E 7 HER. RI	CHOVAL OF POT	<u> </u>	•

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3U6-573TEM	TEST/REPORT HUNGER FAILED COMPONENT HAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	SITE PRI	VENDOR HAME	
CORRECTIVE ACTION-CL	-CLOSER INSPECTION SURVEILLANCE BY TRANSFORMER WFG. (AC ELECTRONICS) RAR BS-ED-3615, VCAR 36E1-63.	SFORMER WFG. IAC ELEC	TRONICS) RAR 9	E0-3615	. VCAR 3821-63.	990968
ELECTRICAL-A/B POWER DISTRIBUTION	AX63-0003-134F/FC-CO-02-0011-030 FILTERELECTRIC	O COMPOSTIE-PACTORY	134F 630111	99		**************************************
FAILURE MODE-OUT OF E CHANNEL 31, RESULT	FAILURE MODE-OUT OF TOLERANCE. THE AGE MAIN MISSILE 28 VDC POMER SI R CHANNEL 31, RESULTING IN 5 35 VDC TRANSIENT AT POMER CHANGEOVER.	VDC POWER SUPPLY FILTER WAS IMPROPERLY ADJUSTED FOR RECORDER CHANGEOVER.	R MAS INPROPER	LY ADJUSTI	ID FOR RECORDER	W
SYSTEM EFFECT-OPERATION TOO HIGH.	10N 100 HIGH.					
CORRECTIVE ACTION-AFTER O THE ACQUISTICA CONFUTER	VEHICLE EFFECT-COMPOSITE RESCHEDULED. PARTIAL COMPOSITE RETEST PERFORMED. Corrective action-after readjustment of Filter, a Partial composite retest was performed to verify that no Damage) the acquistica computer had occurred as a result of computer being subjected to 33 you transient.	RETEST PERFORMED. L COMPOSITE RETEST WAS PERF UTER BEING SUBJECTED TG 33	S PERFORMED TO VERIF	VERIFY TO SIENT.	AAT NO DAMAGE T	
ELECTRICAL-A/B POWER DISTRIBUTION	A-99-20-196-F LIGUTO OXTGEN LEVEL CONTROL	FAR 27-43021-3	2010 FAC	PACTORY YES	YES COLEMAN ELECT.	993045
FAILURE HODE-ELECTRIS 6 FROM RUST AND CORRO CORRECTIVE ACTION-VE	FAILURE MODE-ELECTRICAL SMURT, DURING FACTORY CHECKOUT, FAILURE CONFIRMED AS CAUSED BY DAMAGED TRANSISTORS RESULTING 6 FROM RUST AND CORROSION. CONTAMINATION RESULTED FROM INDEQUATE SEALING OF UNIT CAN. CORRECTIVE ACTION-VENDOR REVISED HIS SEALING PROCEDURE AND TOOLING TO PROVIDE POSIVE SEALING AND MOISTURE EVACUATIO	FAILURE CONFIRMED AS - ADEQUATE SEALING OF U ND TOOLING TO PROVIDE	CAUSED BY DAMA NIT CAN. POSIVE SEALIM	GED TRANSI	ISTORS RESULTIN	
ELECTRICAL-A/B	A-99-20-190-F	FAR]	FACTORY YES		803608
= 2	TOLL TRUE ABBLTAGET (ELECT). UNIT WAS REJECTED DURING FINAL CHECKOUT DUE TO OPEN CIRCUIT. FAILURE NAS CONTINHED AND C LEADS AT TERNINALS.	E7-72453-803 L CHECKOUT DUE TO OPE	GRECOIT, FAIL	Q # 1985	CONFIRMED AND C	
CORRECTIVE ACTION-PROD SCHOLIES WAS INITIATED.	CORRECTIVE ACTION-PRODUCTION PERSONNEL WERE CAUTIONED ON MANDLING OF UNITS, 100 PERCENT INSPECTION OF TRANSDUCER AS Emolies was initiated.	HANDLING OF UNITS. 1	DO PERCENT IND	FECTION OF	TRAHSDUCER AS	<u> </u>
ELECTRICAL-A/B POWER DISTRIBUTION	87-99-74-5093-7 HARNESS	FAR 27-12590-619	1390 FAC 621203	FACTORY YES	7E	•
FAILURE MODE-SHORT II UCER EXCITATION VOLTA ISTED IN THE BIGHAL C	FAILURE MODE-SHORT (ELECT). THE SIGNAL COMDITIONER REPORTEDLY FAILED WHEN IT WAS REPORTED THAT THE S-VOLT DC TRANSD Uncr excitation voltage was missing from fins J, K, L, And M O? PLUG 3J4. FAILURE ANALYSIS SHOWED THAT NO FAILURE EX ISTED IN THE SIGNAL COMDITIONER, THE REPORTED FAILURE MAS CAUSED BY A SHORT IN THE MISSILE MARNESS. THIS SHORT LOADE	TEDLY FAILED WHEN IT 'S M O' PLUG 314. FAIL'S CAUSED BY A SHORT IN	MAS REPORTED TO URE ANALYSIS SO THE MISSILE H.	HAT THE S- HOMED THAT ARMESS. TO	THAT THE S-VOLT DC TRANSD SHOWED THAT HO FAILURE EX HARNESS, THIS SHORT LOADE	

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DIFFICULTIES REVIEW-ELECTRICAL STRIEM-AIRBORNE

おとなり形式	TERT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE SITE	PRI VENDOR PART NO	
D DOWN THE REGULATOR AS	IOR ABSEMBLY.					
CORRECTIVE ACTION-UNKNOWN. ELECTRICAL-A/B FOMER DISTRIBUTION F	+OMM. 3F-9D-20-193F FUEL PROBE ASSEMBLY	FAR 81-78869	646	# E5	YES NO	***************************************
FAILURE MODE-ELECTRICAL MER AND TRANSDUCER CASE.	IL SHORT, FAILURE WAS CONFIRMED BY AMALYSIS AND CAUSED BY A SHORT CIRCUIT BETWEEN THE TRANSFOR	AMALYBIS AND CAUSED I	SY A SHORT	CIRCUIT BE	ITWEEN THE TRANSFOR	
CORRECTIVE ACTION-INVE ENDOR THROUGH BUALITY A	CORRECTIVE ACTION-INVESTIGATION UNDER TOP 1230 REVEALED ERRUGS IN VENDOR WIRING. CORRECTIVE ACTION HAS TAKEN MITH ENDOR THROUGH GUALITY ASSURANCE AND ENGINEERING.	ERRUGA IN VENDOR WIRE	ING. CORREC	TIVE ACTI	JH MAS TAKEM MITH V	
ELECTRICAL-A/B POWER DISTRIBUTION	3P-A9-14-152-F UPB1L: CAL	FAR 27-61960-501	230-D	FACTORY	YES AMP NO 16-14	****
FAILURE MODE-STRUCTURA S, WHEN THE UNGILICAL R	FAILURE HODE-STRUCTURAL. A SPLICE COMMECTION OPENED AS A RESULT OF AN ACCIDENTAL OVER STRI S, MHEN THE UNGILICAL RECEPTACLE COVER WAS SUSPENDED FROM THE WIRES CONTAINING THE SPLICE.	RESULT OF AN ACCIDENT THE WIRES CONTAINING	TAL OVER S	77 E 98. ES	AN ACCIDENTAL OVER STRESS, ESTINATED AT TO POUND CONTAINING THE SPLICE.	
CORRECTIVE ACTION-UNKNOWN.	wa.					
ELECTRICAL-A/B POMER DISTRIBUTION	A-90-14-184-F HARNESS	FAR R7-61874	621114	ž,	YES 60/C NO	004473
FAILURE MODE-OPEN OF WIRES AT PLUG DUE E SUPPORTED BY POTTING COMPOUND CHLY.	y .	TO IMPROPER ASSEMBLY, BACKSHELL WAS NOT INSTALLED ON COMMECTOR AND WIRES MER	ot installe	ON COM	ECTOR AND WIRES MER	
CORRECTIVE ACTION-ECP	CORRECTIVE ACTION-ECP 1856 ISSUED DIRECTING RE-INSTALLATION OF BACKBHELLS ON SPECIFIC MISSILES.	ION OF BACKSHELLS ON	SPECIFIC M	ISSILES.		
ELECTRICAL-A/B POWER DISTRIBUTION	5P-93-14-161-F. Harpes	FAR 81-55900-524	1902	FACTORY	TES AMPHENOL. NO BE-EDE-1000	0.44
FAILURE MODE-FAILED OF	ED OPEN DURING ROUTINE INSPECTION OF HARMESS DUE TO INCORRECT ASSEMBLY.	RMESS DUE TO INCORREC	T ABSCHOLY			
CORRECTIVE ACTION-PROD SPECIFIC CONNECTORS.	COMMECTIVE ACTION-PRODUCTION DEPT. AGREED TO DEVELOPE SMALL TRIM-SHELL TEMPLATES TO REFLECT SPECIFIC DIMENSIONS FOR SPECIFIC CONMECTORS.	ALL TRIM-WHELL TEMPLA	TES TO REF	ECT SPEC	IFIC DIMENSIONS FOR	
e de la companya del la companya de					PASE 0148	

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GENERAL MATCA

SYSTEM \$U\$- \$Y\$TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE	E PRI VENDOR NAME	
ELECTRICAL-A/B POWER DISTRIBUTION	A0J62-0112/P1-401-00-16 HARNESS	FLIGHT	16F 11 621107 530	22	285
FAILURE MODE-SHORT (ELL	FAILURE MODE-SHORT (ELECT). THE SPIN MOTOM ROTATION DETECTOR MEASUREMENT 8384X; DROPPED OUT FOR 1.6 SECONDS DURING Hor retronockets thrust decay. Appeared to be due to damage to the Harness prom the retro hockets blast.	OR MEASUREMENT 8384 E TO THE HARMESS FR	K, DROPPED OUT I	CH 1.6 SECONDS DURING RETS BLAST.	
SYSTEM EFFECT-IMPROPER ANALOG SIGNAL.	AMLOG SIGNAL.				
VEHICLE EFFECT-NONE.		-			
CORRECTIVE ACTION-UNKNOWN.	CAN.				
ELECTRICAL-A/B	A-9F-14-159-F BMITCH-POMER CHANGOVER	FAR 27-06177-3	26F PAFB 6211DE	YES KINETICA NO MGOD	****
FAILURE MODE-FAILED TO IVE HEAT.	LED TO OPERATE FROM INTERNAL TO EXTERNAL POSITION DURING MISSILE TEST DLE TO MOTOR OPEN FROM EXCESS	OSITION DURING MISS	ILE TEST DIE TO	HOTOR OPEN FROM EXCESS	
CORFECTIVE ACTION-BECAL	CORRECTIVE ACTION-BECAUSE OF EXTENSIVE DAMAGE TO THE MOTOR NO FAILURE AMALYSIS CCULD BE MADE. FIELD PERSONNEL MERE EQUESTED TO MIMINIZE HANDLING AND TEST AFTER FAILURE TO PERMIT ACCURATE FAILURE AMALYSIS.	NO PAILURE ANALYSI	S CCULD BE MADE RE AMALYBIB.	FIELD PERSONNEL NERE	
ELECTRICAL-A/B POWER DISTRIBUTION	A-99-14-184-C HARNESS	FAR 27-61024-009	10F FACTORY 621101	AY YES 60/C NO	Į.
FAILURE MODE-SHORT-NO	FAILURE MODE-SHORT-NO AMALYBIS MADE. THIS MARNESS IS PART OF THE RANGE SAPETY COMMAND SYSTEM.	OF THE RANGE SAFETY	COMMAND BYSTEN		
CORRECTIVE ACTION-BASED ON A PREVIOUS TIVE FOR ALL FUTURE F-SERIES MISSILES.	COKRECTIVE ACTION-BASED ON A PREVIOUS FAILURE OF THE SAME MODE AN UNUSED WIRE WAS REPOVED AND AN ECH WAS MADE EFFEC	HODE AN UNUSED WIRE	MAS REPOVED AND	AN ECH WAS HADE EFFEC	
ELECTRICAL-A/B	A-99-18-073-C Harkebs	FAR E7-36319-3	10F FACTORY 621101	RY YES GOC NO	13.53
FAILURE MODE-SHEAT (ELL PIN A TO PIN T. WIRE NO.	FAILUME MODE-SHEAT (ELECT). THE ARM AND EMABLE UNIT FAILED DURING A FLIGHT CONTROL CHECKOUT, THE UNIT SHORTED FROM PIN A TO PIN T. WIRE NETAZO OF HARNESS 27-81824-8AS CAUSED A LOW RESISTANCE CONDITION, THE WIRE WAS INADVERTENTLY L EFT IN THE HARNESS WHEN THE MARNESS WAS REDESIGNED TO TAKE THE DESIRULT SYSTEM.	DURING A FLIGHT CO A LOW RESISTANCE CI THE DESTRUCT SYSTEM	TROL CHECKOUT.	THE UNIT SHORTED FROM RE MAS INADVERTENTLY L	
CORRECTIVE ACTION-WIRE	CORRECTIVE ACTION-WIRE WETAARD WAS REMOVED BY WAP 1204, CIC 41488.	. 43.400.			
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				PA6E 3144	

GENERAL MHICS

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	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	RICAL SYSTEM-AIRBO	S NO			
13/270 0.00-073/ER	TEST/REPORT NUMBER FAILED COMPONENT NAME	BIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRE VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B	AOJ82-0070/A1-401-00-139 HARNESS	FLICH1 E7-62357	1590	300.4	♀	****
FAILURE WODE-ELECTRICAL LECTRICAL	FAILURE WOE-ELECTRICAL SHORT. ERRATIC VOLTAGE READINGS AND SUBSEGUEN LECTRICAL HARIESS IN THE RE POD PROBABLY CAUSED BY RETROROCKET FIRING.	SUBSEQUENT LOSS OF	GYRO DAT	A INDICATED	SUBSEQUENT LOSS OF GYRO DATA INDICATED A SHORT IN THE E	
SYSTEH EFFECT-CPERATION ST.	SYSTEM EFFECT-CHERATION STOFS PREMATURELY. LOSSOF GYRO DATA AND DECREASES IN AC AND DC VOLTAGES CAUSED BY SHORT CIR UIT IN PORTIONS OF WIRING.	AND DECREASES IN	AC AND DC	VOLTAGES CI	USED BY SHORT CIR	
VEHICLE EFFECT-NOME, R/V HAD NOT BECAUSE OF WIRING SHORT.	VEHICLE EFFECT-NOME. R/V HAD ALREADY SEPARATED. THERE IS EVIDENCE OF TANK DESTAUCTION AT OR AFTER 300.9 SECONDS BUT NOT BECAUSE OF WIRING SHORT.	IDENCE OF TANK DES	TRUCTION A	T OR AFTER	300.9 SECONDS BUT	
CORRECTIVE ACTION-PLACE	CORRECTIVE ACTION-PLACE LAMINATED FIBERGLASS BAFFLES TO DEFLECT RETROROCKET EXHAUST GASES OUT THROUGH POD RIS.	LECT RETROROCKET E	XHAUST GAS	ES OUT THR	NGH POD EXHAUST P	
ELECTRICAL-A/B POMER DISTRIBUTION	A-99-14-162-F SWITCH-POACE CHANGEOVER	FAR 27-06104-801	1500	FACTORY	YES KINETICS NO M-160-4	004070
FAILURE MODE-CONTAMINAT	FAILURE MODE-CONTAMINATION OF ONE SMITCH CONTACT DUE TO A P. CIRCUIT.	IBRE CLASS THREAD	BETHEEN HA	LE AND FEH	A FIBRE CLASS THREAD BETWEEN MALE AND FEMALE CONTACTS OF ON	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR ADVISED OF FAILURE. BUITCH WAS MANUFACTURED PRIOR TO EXTENSIVE IMPROVEMENTS IN VENDORS ASS MBLY LINE AND GUALITY CONTROL.	UFACTURED PRICR TO	EXTENSI'16	IMPROVENE	418 IN VENDORS ABS	
ELECTRICAL-A78 POWER DISTRIBUTION	9F-90-14-134-F HARNESS	FAR 98-34001-003	1570 621023	«	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	963619
FAILURE MODE-OPEN (ELEC'	FAILURE MODE-OPEN (ELECT). DUE TO EXCESSIVE STRESS POSSIBLY RESULTING FROM MOVENENT OF MARNESS	RESULTING FROM MO	VEHENT OF	HARNESS.		
CORRECTIVE ACTION-TEMPORA	CORRECTIVE ACTION-TEMPORARY INSTRUCTION WOTICE (TIN) 145-1-28-82 WAS PUBLISHED TO PROVIDE FOR CONTROL OF ELECTRICAL WIRING PERHANENT SPLICES.	ZO-6Z IMB PIBLISHE	D TO PROVE	DE POR COM	TROL OF ELECTRICAL	
ELECTRICAL-A/B POWER DISTRIBUTION	A-90-14-149-F BWITCH-POWER CHANGEOVER	FAR E7-06177-8	421014	<u> </u>	HO UNITED CONTROL HO 863-1C	****
FAILURE MODE-REPORTED F. IN STAGING CAMERA CIRCU	FAILURE MODE-REPONTED FAIL DURING OPERATION-FAILURE NOT CONFIRMED-ITEM REMOVED FROM MISSILE FOLLOWING SHORT CIRCUIT IN STAGING CAMERA.	FIRMED-ITEM REMOVE ND STAGING CAMERA.	D FROM HER	SILE FOLLO	AING SHORT CIRCUIT	
CORRECTIVE ACTION-PERSONNEL INVI	CORRECTIVE ACTION-PERSONNEL INVOLVED IN STAGING CANGRA WIRTHS WERE ADVISED TO TEST ANY WIRING FABIRICATED IN THE FILE BEFORE APPLICATION OF POWER.	NG WERE ADVISED TO	7E87 ANY	WIRING FAB	INICATED IN THE -PI	
					PAGE 0149	

	8	:	- <u>.</u>	993504	<u> </u>		110649	0		£		
	PRI VENDOR HAME OTH VENDOR PART HO	5/09	DEX KEY DEPTH		ILURE WE CO	OF PROBES. P	YES CANNON NO 17070-0884	SSIVE ANOUNT PINS.	AMP	BE1807 MEAKENED BY (
		± 8	# 9 # 9	Y 50		10 N	£ 5	25	YES AMP	2 2		
	\$17E TIME 01F	PLAFB	NTED PROPI	FACTORY	THE PROB	CE INSPEC	FACTORY	R MATERIA	1.1	TO HAVE		
2ª NE	VEHICLE DATE DIF	96F 621016	CTOR PHEVEI IREMENTS BY	620927	IRCUITS IN	T RESISTAN	620925	ALSO PRINE	21.50	420914 E BELEIVED		
ECIRICAL BYSTEM-AIRBO	DIF DATA SCURCE PART NUMBER	TAR R7-44165-845	IN ELECTRICAL CONNECTOR OF THE STATE OF THE	FAR 27-72269-521	BMORTE) ELECTRICAL C. ; TECHNIQUES AND MIBM	KED TO PROVIDE 100 PC' THE ASSEMBLY.	FAF 7-04326-3	IN UMBILICAL MECEPTACI ZIME CNTO TME PING. J	FAR	27-61080-608 WWD PULL TEB1. BPLICE		
DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	TESTAREPORT NUMBER FAILED COMPONENT NUME	A-9P-EG-EEG-F LOX PROBE ASST	FAILURE MODE-OPEN (ELECT), OUT OF TOLERANCE TEFLON INSERT IN ELECTRICAL CONNECTOR PREVENTED PROPER INDEX REY DEPTH MSERTION, RESULTING IN AN OPEN CIRCUIT. CORRECTIVE ACTION-GD/C GUALITY CONTROL UPGRADED THE RECEIVING THSPECTION REQUIREMENTS BY REPLACING G.C. DOCUMENT ET GC-20036 WITH SPECIFICATION PLOASSS, WHICH CONTROL UPGRADES CONMECTOR ACTEPTANCE.	A-99-20-174-F FUEL PROBE A33EMBLY	FAILURE MODE-SHORT (ELECT), UNIT WAS REJECTED, BECAUSE OF BHORTE) ELECTRICAL CIRCUITS IN THE PROBE. FAILURE WAS CONF RMED. FAILURE WAS CAUSED BY POOR WORRMANSHIP IN SOLDERING TECHNIQUES AND MIGHANDLING.	ACTION-EQUIPMENT OPERATING PROCEDURE MAS CHANGED TO PROVIDE ADD PCT RESISTANCE INSPECTION OF PROBES. PER CAUTIONED REGARDING ASSEMBLY AND INSPECTION OF THE ASSEMBLY.	A-49-14-146-F COMECTOR-ELECT	FAILURE MODE-CONTAMINATION. INTERMITTENT OPEN OF PIN 69 IN UMBILICAL MECEPTACLE WAS CAUSED BY AN EXCESSIVE ANDUNT O PERMITEX BEING APPLIED BETWEEN THE FACE PLATES AND SQUEEZING ONTO THE PINS. ALSO PRIMER MATERIAL ON PINS. CORRECTIVE ACTION-MAMPRACTURING MAR BEAUTRYD TO BECTEVE AND MARK ARRESTED AND THE MAMPRACTURING MARKET OF THE MARKET	71M6 PERMATER. 2P-98-14-138-F	HARMEDS REGORD PROPERTY NO SELECT BELEIVED TO MANE BEEN MEAKENED BY PR D TEMBLOM.	-	To the way of the
***************************************	SYSTEM \$40-SYSTEM	/B BUTTON	FAILURE MODE-OPEN (ELECT), OUT OF TOLERA INSERTION, RESULTING IN AN OPEN CIRCUIT, CORRECTIVE ACTION-6D/C QUALITY CONTROL I GC-20036 WITH SPECIFICATION 27-04199, MA	ELECTRICAL-A/B A-9 POWER DISTRIBUTION FUE	FAILURE MODE-SHORT (ELECT). TRHED. FAILURE WAS CAUSED BY	CORRECTIVE ACTION-EQUIPMENT SONNEL WERE CAUTIONED REGARDI	ELECTRICAL-A/B A-A	FAILURE MODE-CONTAMINATION. F PERNATER BEING APPLIED BEING CORRECTURE ACTION-MANUFACTURE	EXERCISE CAUTION WERN APPLYING PENATER. ELECTRICAL-A/B SP-98-14-139-F	FOMER DISTRIBUTION HAN FALLURE MODE-STRUCTURAL, OPE EVICUS FLEXING AND TENSION.	CORRECTIVE ACTION-NOME.	

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			01561	DIFFICULTIES REVIEW-ELECTRICAL BYSTEM-AIADORNE	TRICAL BYSTEM-A120	ORNE			,	
The state of the s	37.57EH 5UG-57.37EH	V.	LEBT/RE	TEST/REPORT NUMBER	DIF DATA SOURCE PART NUMBER	VEHI "LE DATE DIF	SITE TIME DIF	F OTH	VENDOR NAME VENDOR PART NO	
ELECTRICAL-A/B	ELECTRICAL-A/B POWER DISTRIBUTION	A-10-20-165F COMMECTOR, E	I ELEC	COMECTOR, ELECTMANCHETER ASST	FAR	1260	3 E	Y OH		*****
FA114	RE MODE-ERRATIC CPE TICAL COMDUCTANCE W	RATION-THI	E ELECT	FAILURE MODE-ERRATIC OPERATION-THE ELECTRICAL TEE CONNECTOR REPORTEDLY FAILED WHEN IT OPERATED ERRATICALLY. THE TEE Electrical compuctance was erratic. The Failure was caused by the unscremen PIH,	REPORTEDLY FAILED BY THE UNDCRENED PI	WHEN 17 O	PERA YED	ERRAT	ICALLY. THE TEE	
CORRE	CTIVE ACTION-LARKNOW	M. RESPON	HOLE	CORRECTIVE ACTION-LINENGING. RESPONSIBLE ENGINEERS AT THE TEST RANGES WERE WITFIED TO CHECK THE PINS FOR LOOSEMESS.	T RANGES WERE WOTH	FIEB TO CH	ECK THE	SE	FOR LOOSENESS.	
ELECTRICAL-A/B	ELECTRICAL-A/B POMER DISTRIBUTION	SP-A9-24-307GC MARNESS	-307GC		FAR 27-11409-801	620907	FACTORY	YES OF	209	***
FAILU	FAILURE MODE-OPEN (ELECT	RICAL). TI PIN F OF (E HAR	FAILURE MODE-OPEN (ELECTRICAL). THE HARNESS ASSEMBLY FAILED DURING THE END TO END CHECKOUT PROCEDURE WHEN AN INTERM Ittent open has found in Pin F of Connector Psois. No analysis was perforne; because the part was repaired.	DURING THE END TO IS MAS PERFORNED BI	END CHECK	OUT PROC	EDURE A REP	WIEN AN INTERM AIRED.	
CORREC	CORRECTIVE ACTION-NOME.	THERE WAS	NO FAT	THERE WAS NO FAILURE AMLYSIS.						
ELECTRICAL-A/B	ELECTRICAL-A/B POWER DISTRIBUTION	HG-98-14-140F COMMECTOR ELECT.	140F	.•	FAR 27-61872-509	620904		YES	YES 10SL CAMON NO	9555
FAILUR N.	FAILURE MODE-OPEN CIRCUI	IT-ENTRAPPI		CIRCUIT-ENTRAPPED MOISTURE IN VOIDS OF SOLDERED CONNECTION COULD LEAD TO FAILURE OF THE CONNECTIO	LDERED COMECTION	COULD LEAD	TO FAIL	0 11 5	F THE COMMECTIO	
CORREC	CTIVE ACTION-1-HAVE RING PROCEDURE, 3-U	ALL SOLDI	5 G	CORRECTIVE ACTION-1-MAVE ALL SOLDER OPERATORS CERTIFIED FOR SOLDERING, 2-LRITE NEW SPEC, CLEARLY DEFINING EFFECTIVE, SOLDERING PROCEDURE, 3-USE PRE-FILLED SOLDER CUPS 4-FAVOR USE OF CRIMP-TYPE COMMECTORS 5-X RAY-CRITICAL COMMECTORS.	SOLDERING, 2-NRITI DE OF CRIMP-TYPE C	E NEW SPEC	. CLEARL 5-X RAY-	Y DEF	INING EFFECTIVE	
ELECTRICAL-A/B	ELECTRICAL-A/B POWER DISTRIBUTION	HG-98-14-139F COMMECTOR ELECT.	130F	and concerns to the control of the c	FAR 27-81874-801	40804	ETA	F 5	CANNON 103L	•
FAILUM. AB 1	FAILURE MODE-OPEN CIRCUIT-ENTRAPPED MOISTURE IN VOI M. AS MAS EXPERIENCED. IMPROPER SQLDERED COMMECTION.	T-ENTRAPPI	ED HOL1	CIRCUIT-ENTRAPPED HOISTURE IN VOIDS OF SOLDERED CONNECTION COULD LEAD TO PAILURE OF THE CONNECTIONS.	LDERED CONNECTION	COULD LEAD	TO FAIL	9 5	F THE CONNECTTO	
CORREC	CTIVE ACTION-1-HAVE LING PROCEDURE, 3-U	ALL BOLD!	IR OPER	CORRECTIVE ACTION-1-HAVE ALL BOLDER OPERATORS CERTIPIED FOR BOLDERIMG. E-MRITE NEW SPEC. CLEARLY DEFINING EFFECTIVE BOLDERING PROCEDURE, 3-USE PRE-FILLED BOLDER CUPS 4-FAVOR USE OF CRIMP-TYME CONNECTORS 5-X RAY CRITICAL CONNECTORS.	SOLDERING, E-WRITI	E NEW SPEC	CLEARL 6-X RAY	T DEF	INING EFFECTIVE CAL CONNECTORS.	
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GEHERAL MANICS

DIFFICULTIES REVIEW-ELLCIRICAL SYSTEM-AINSORNE

	WINDOW FER OF TRANSPORTED FOR THE PROPERTY OF	C. INICAL BIBLE-ALIN	ON TRE		<u> </u>		,
#31816 #31816	FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNBER	VEHICLE DATE DIF	\$11E 11HE DIF	A E	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
ELECTRICAL-A/B POMER DISTRIBUTION	HG-00-14-130F 941 TCH	FAR E7-61888-889	113D 620900	£1R	YER	YES EAGLE-PICHER HO	****
FAILURE MODE-FAIL TO O	FAILUME MODE-FAIL TO GPERATE AT PRESCRIBED TINE-PYROTECHNIC BMITCH FAILED TO EXTINGUIBH MONITOR LIGHT AFTER BATTERY ACTIVATION. ITWO BATTERIES.) SIMULAR FAILURE OCCURRED ON MISSILE 178D.	IC BHITCH FAILED TO MESSILE 1790.	EXTINGUI BH	NONI TOR	1.19.1	AFTEN BATTERY	
CCARECTIVE ACTION-NEW	CCARECTIVE ACTION-NEW PYROTECHNIC SMITCH MADE AVAILABLE FOR USE ON D-BERIES HISSILES.	OR USE ON D-BERIES H	IBBILES.				
ELECTRICAL-A/B POMER DISTRIBUTION	HG-38-14-137F CONNECTOR ELECT	FAN 27-62711	620831	CTB	7E\$ 60/C	0/6	***
FAILURE MODE-ELECTRIC	FAILURE MODE-ELECTRICAL OPEH CIRCUIT CAVITIES IN PALDER COMMECTIONS BETWEEN CONTACT WIRES AND FINS.	OMECTIONS BETWEEN C	ONTACT WIRE	13 AND F1	ż		
CORRECTIVE ACTION-CORI	CORRECTIVE ACTION-CORRECT SOLDERING TECHNIQUES TO BE EMPHASIZED. 60/C COMMITTEE INITIATED A STUDY TO IMPRIVE METHOD AND TECHNIQUES TO ELIMINATE SOLDERING MERMODIBLE.	ABIZED. 60/C COMITTI	EE INITIATE	.b ∧ \$100	1 01	HPROVE HETHOD	
FLECTRICAL-A/B	/#4-4CO-02-113 CCANECTOR	COMPOSITE-B FACT	1130 620830	3	ë ë		087479
FAILURE MODE-SHORT, M SCONNECTED, CAUSE MAS E	17. MEASUREMENT POSP, BE PUMP SPEED, EXHIBITED PLUCTUATIONS APTER THE TELEMETRY STAGING PLUG WAS DI UAS BELIEVED TO BE MOISTURE IN THE PLUG.	BITED PLUCTUATIONS A	71 DAT THE TE	LEMETRY	.12614	10 8 MR 011	
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	R ANALOG SIGNALS.						
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-LAKHUMI	TAPION						
ELECTRICAL-A/B	A-80-14-190-C COMECTOR-LEGILICAL RECEPTACLE	FAR 7-0638	AE00#0	e 5	58	TES CANHON-	******
FAILURE MODE-REPORTED	FAILURE MODE-REPORTED FAILED DURING OPERATION. EXACT FAILURE MODE NOT DEFINED. ITEM NOT RECKIVED FOR FAILURE ANALYS. 8.	URE HODE NOT DEFINED	. ITEM MOT	RECEI VED	ğ	AILUME ANALYB	
A							
						200	_

FAILURE WCOE-FAIL DURING OPERATION, TEMPORARY SHOWN OR A TEMPORARY OPEN IN THE LEAD FROM THE EXCITATION F 305UZPI ON THE FILTER-SERVO PACRAGE AND PIN C OF P SYSTEM EFFECT-IMPROPER AIMLOG SIGNALS, VE MITCH AND T 8ECO, FECOVERY OF VEHICLE STABILLITY, NISSILE R DS, VEHICLE EFFECT-LOSS OF VEHICLE STABILLITY, NISSILE R DS, VEHICLE MISSION WAS SATISFACTORILY ACCOMPLISHED. CORRECTIVE ACTION-IMPROVEMENT OF PLUE AND HAIMESS F AT STAFF OF MIXING PORTAINED OF PLUE AND HAIMESS F	FLIGHT AND AGES-0792/PR-40R-00119 FLIGHT 1780 12 YES MO MARKESS MARKESS HARRESS HO FAILURE WOCFFAIL DURING OPERATION, TEMPORARY SHOWT BETWEEN PINS A AND B OF PGOT ON THE VZ P/R FEEDBACK TRANSDUCER OR A TEMPORARY OPEN BETWEEN PIN TO BY SUSSIZENT OF THE FILTER-SERVO PACKAGE AND PIN C OF PGOD ON THE VZ P/R ACTUATOR SERVOVALVE. SYSTEM EFFECT-IMPROPER ANALOG SIGNALS. VZ PITCH AND ROLL CONTROL LOST AT 129 SECONDS. MISSILE ROLL STABILITY LOST AT 189 SECONDS. MISSILE ROLL STABILITY LOST AT WEHICLE EFFECT-LOSS OF VEHICLE STABILITY. HISSILE ROLL STABILITY LOST AT 189 SECONDS.	AE62-0792/FR-40R-00179 AE62-0792/FR-40R-00179 BURING OPERATION. TEMPORARY SHOET BETWEEN PINS A AND B OF P607 ON IN THE LEAD FROM THE EXCITATION TRANSFORMER TO PIN C OF P607 ON OPERATOR SERVED ON THE VZ P/R ACTUATOR SERVED OPERATULOG SIGNALS. VZ PITCH AND ROLL CONTROL LOST AT 129 SECOND OPERATULOG SIGNALS. VZ PITCH AND ROLL CONTROL LOST AT 129 SECOND OPERATOR ACCOMPLISHED AT 189 SECONDS. S OF VEHICLE STABILITY. HISSILE ROLL STABILITY LOST AT BECO. STABINGS AND SATISFACTORILY ACCOMPLISHED. IMPROVEMENT OF PLUG AND MAINESS FABRICATION AND INSPECTION TECHNICE PRELAUNCH CHECKS. DELETION OF NON ESSENTIAL SPLICES IN ALL SPACE THANKWED TYPE. REDESIGN OF VERNIED CLAMSMELL. STUDY THE USE OF CHANKWED TYPE. REDESIGN OF VERNIED CLAMSMELL. STUDY THE USE OF CHANKWED TYPE. REDESIGN OF VERNIED CLAMSMELL. STUDY THE USE OF CHANKWED TYPE. ASSOCIATION OF MAS BROKEN. THE OTHER WAS INTACT.	1790 12 YES 620827 129 NO COF PEOT ON THE V2 P/R FEEDBACK COF PEOT ON THE V2 P/R FEEDBACK CTUATOR SERVOVALVE. AT 1E9 SECONDS. MISSILE ROLL STAB AT 1E9 SECONDS. MISSILE ROLL STA	128 4POKARY O 1881LE RO 1981LE RO 19	YES MO EEDBACK T PEN BETWE LL STABIL LL STABIL NAL CHECK EPLACEMEN NECTORS YES NO	YES MO OPEN BETWEEN PIN T O IOLL STABILITY LOST A COVERED AT 198 SECON COVERED AT 198 SECON COVAL CHECK DURING LA NAWECTORS YES NO	e ::
FAIL OURING OPERATIONEN OPEN IN THE LEAD FOR THE PROPER ANALOG SING OF VEHICLE SINGN WAS SATISFACT TON-IMPROVENENT OF TAXING POST ANALOG OF TAXING	TON. TEMPORARY SHOET BETWEEN TRANSFORM THE EXCITATION TRANSFORM. TRAGE AND PIN COPPOSED ON THE FOLL OF PROLL CONTROL OCCURRED AT SITABILLITY, HISSILE ROLL STAILS	RHER TO PINS A AND B OF PEG THE VZ P/R ACTUATOR ONTROL LOST AT IES SI BECOMUS. BILITY LOST AT BECO. BILITY LOST AT BECO. SECONDS. FAR. OT ON THE SERVOYALVE ECONDS. MI STABILITY SPACE 800 OF CRIMP- SAF 62D820	POGARY OF PARTIES RO FUNCTION	PENBETWE LL STABIL LL STABIL OVERED AT OVERED AT TES HO	EN PIN T O TY LOST A SSS SECON SOS SECON TO EXIST		
THE OPER AIMLOG SIGN OF VE PITCH AND ILLOSS OF VEHICLE SIGN-IMPROVENENT OF SIGN-IMPROVENENT OF SIGN SIGN SIGN SIGN SIGN SIGN SIGN SIGN	ROLL CONTROL OCCURRED AT 11. STABILLITY, HISSILE ROLL STAI	ONTROL LOST AT 129 89 89 SECONDS. BILLITY LOST AT BECO. ION AND INSPECTION TI NITAL SPLICES IN ALL. SMELL. STUDY THE USE FAR FAR FAR FAR FAR FAR F7-43169-833	ECONDS. NI BTABILITY SPACE BOO OF CRIMP- 38F 620820	FUNCTION TYPE CON	OVERED AT OVERED AT WAL CHECK EPLACEMEN NECTORS TES NO	117 LOST A 198 SECON DURING LA 17 OF EXIST	
STICKS OF WENTCLE STICK WAS SATISFACE	STABILITY. MISSILE ROLL STAL	BILLTY LOST AT BECO. TON AND THSPECTION TO SHELL, BYLICES IN ALL SHELL, BYLOY THE USE FAR R7-43165-833 EN. THE OTHER WAS IN	BTABILITY SECHNIGUES. SPACE BOOK OF CRIMM- SAF BEEDBED	FUNCTION STERS. R. TYPE CON	OVERED AT	DURING LA	
TION-IMPROVEMENT OF	TORILY ACCOMPLISHED.	ION AND INSPECTION TI NITAL SPLICES IN ALL SMELL, STUDY THE USE FAR E7-43165-833	ECHNIQUES. SPACE BOOK OF CRIMP. SBF 62D820	FUNCTION SATERS. R. TYPE CON	MAL CHECK EPLACEMEN MECTORS TES HO	DURING LA	
ING CONNECTORS WITH IMPROVED TYPE	CORRECTIVE ACTION-IMPROVENENT OF PLUG AND HARNESS FABRICATION AND INSPECTION TECHNIQUES, FUNCTIONAL CHECK DURING LA Istraes of Hissile Prelanch Checks, Deletion of Non Essental splices in all space Boosters, Replacerent of Exist NG CONNECTORS WITH IMPROVED TYPE, REDESSEN OF VERHIER CLAMSMELL, STUDY THE USE OF CRIMP-IYPE CONNECTORS	FAR E7-43165-833 EN. THE OTHER WAS IN	36F 620920 TACT.	2	1 5		
ELECTRICAL-A/B A-9L-EF	A-9L-EG-222-F LOX PROBE ASSY	EN. THE OTHER WAS IN	FACT.				902709
CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN. ECTRICAL-A/B HG-98-20-148P	ACTION TAKEN. E0-146P	FAR	113-0	ETR	YES 60/C		P 5 5 1 7
		R4-45014-16	4.000.7		g.		
FAILURE MODE-SHORT (ELECT)-P/U 3 THE DIELECTRIC TO GROUM). DAWAGE H THE DIELECTRIC.	T (ELECT)-F/U SET REPORTEDLY FAILED MIEN LOW MANOMETER INDICATED A SHORT FROM THE MANDREL THROUGH GROUM). DAMAGE IN THE DIELECTRIC, APPARENTLY PRODUCED DURING HANDLING, HAD FOFMED A PINHOLE THROUGH	LOM MANOMETER INDICATOR PRODUCED DURING 1	TED A SHOR HANDLING,	HAD FOFM	ED A PINH	L THROUGH OLE THROUG	
CORRECTIVE ACTION-IT 18 RECOMEN	18 RECOMMENDED A MORE EFFECTIVE 1EST BE DEVISED FOR THE DETECTION OF FINNOLES IN MANDREL DIELE	BE DEVISED FOR THE DI	ETECTION O	Y PINHOL	ES IN MAN	OREL DIELE	
CLECTRICAL-A/B A-98-14-193F POWER DISTRIBUTION CONNECTOR P-	A-9B-14-193F COMMECTOR P-781 AUTOFILOT CABLING	FAR 27-62711-861	179D 620813	ETA	YES BENDIK HO	×	5 7 6 6 6
PAILURE MODE-OUT OF TOLERANCE. L	OF THERANCE, LOW PIN-TO-PIN REBISTANCE IN POTTED CONNECTOR.	N POTTED CONNECTOR.					
CORRECTIVE ACTION-NEW POTTING ME	-MEN POTTING METHODS AND BUALITY CONTROL EMPHABLS ON POTTING OPERATIONS.	EMPHASIS ON POTTING	OPERATIONS	:			

18 JUN 1864

GENERAL "HAMICS CONVAIR /1813N

PALLANE MODE-OUT OF TOLERANCE-CRITICAL DIMENSIONS NOT NET DUE TO POOR MANNEACTURING NETHODS AND INSOCIANTE GALLITY CONTECTIVE ACTION-WINDORS QUALITY CONTROL PROCEDURES MER REVISED. LECTRICAL-AND FORCE DISTRIBUTION SS-AS-1-1-137 FAILUNE MODE-OUT OF TOLERANCE, MICH AFT INSERTION LOSS. FAILUNE MODE-OUT OF TOLERANCE HOR AFT INSERTION LOSS. FAILUNE MODE-OUT OF TOLERAN	8787EM 848-8787EM	TEST/REFORT HUMBER FAILED COMPONENT MANE	DIF DATA BOURCE	VEHICLE DATE DIF	\$11E TIME 01F	OTH O	VENDOR NAME	
OF TOLERANCE -CRITICAL DIMENSIONS NOT NET DUE TO POOR MANNEACTURING METHODS AND IMAGRALATE SALLITY NAMESS 9-44-14-13F NAMESS 9-48-14-13F NAMESS 9-48-14-14-14-F NAMESS 1-10-10-10-10-10-10-10-10-10-10-10-10-10	ELECTRICAL-A/B	M6-00-14-103-7 HARMEDS	FAR 87-62702-819	1300	PACTORY	± 8		• • • • • • • • • • • • • • • • • • • •
SP-AS-14-135F SP-AS-14-135F NAMESS OF TOLERANCE. HIGH RF INSERTION LOSS. DATESTORE-860-08-37 URLED-FALLTY VIN COMECTIONS IN AN UMBILICAL COMECTION GAVE FALSE INDICATION OF NO MISSILE AC PONC. OWOCALTE ABONTED. NG OFFICE OF FALLE AT PRESCRIBED TIME, SMITCH DID NOT TRANSFER TO "MERMAL POSITION DURING A VALIDATION CONTINUE. TRAINSFER TO "MERMAL POSITION DURING A VALIDATION CONTINUE. MICH DID NOT TRANSFER TO "MERMAL POSITION DURING A VALIDATION CONTINUE. TRAINSFER TO OFFICE AND PRINCE AND PREVENT FINDING EXACT CAUSE OF FAILURE. NEW MONTHER OF AN AND PREVENT FINDING EXACT CAUSE OF FAILURE.	FAILURE MODE-OUT OF COMIROL,	TOLERANCE-CRITICAL DIMENSIONS NOT M	ET DUE TO POOR MANUFACT	URING MET	900 AND	1840	SOUTE SUALITY	
SP-48-14-13F MARKESA OF TOLERANCE, HIGH RF INSERTION LOBS. DATES/OR-640-06-37 UNDIAS/OR-640-06-37 COMPOSITE-FRD/OPL 37F UNDIAS/OR-640-06-37 COMPOSITE-FRD/OPL 37F UNDIAS/OR-640-06-37 COMPOSITE ADDRESS NO NO NISSILE AC PO NO. NO. NO. NO. NO. NO. NO. N	CORRECTIVE ACTION-W	THOORS GUALITY CONTROL PROCEDURES NE	RE MEVISED.					
OF TOLERANCE. HIGH RF INSERTION LOSS. PHOSE, ANALYSIS INDICATED THE MANEES WAS ACCEPTABLE. DA783/DE-BHO-08-37 UNCLED DA783/DE-BHO-08-37 COMPOSITE ABOUTED. H-UMBILICAL REMARKS A-8F-14-154-7 BATCH-CHANGEOVER A-8F-14-154-7 BATCH-CHANGEOVER BATCH DIO NOT TRANSFER TO INTERNAL POSITION DURING A VALIDATION COMPINED. HOTOR WHICH HAD BEEN OVERHEATED. REASON FOR OVERHEATING WAS BUTCH IN EXTENSIVE ONAMES TO SUITCH HOTOR AND PREVENT FINDING EXACT CAUSE OF FAILURE.		_	FAR 27-61852-801-01	1490	. o. e	8 3	5/05	•
MAINTEEN THE COMMETTEEN THE HANNESS WAS ACCEPTABLE. DA763/02-540-06-37 COMPOSITE PRO/OPL 37F GEOGOT WILLICALCOMECTOR N. (ELEC) -FAULTY FIN COMECTIONS IN AN UMBILICAL COMECTOR GAVE FALSE INDICATION OF NO MISSILE AC PONCY. N-UMBILICAL REPLACED. A-08-14-134-F A-08-14-134-F A-18-14-154-F A-18-14-154-	FAILURE MODE-OUT OF	TOLERANCE. HIGH RF INSERTION LOBS.						
DATES/DE-BHO-06-37 URBILICALCOMECTOR H, (ELEC)-FAULTY PIN COMECTOR H, (ELEC)-FAULTY PIN COMECTIONS IN AN UMBILICAL COMECTOR GAVE FALSE INDICATION OF NO NISSILE AC POONYOSITE ABORTED. H-UMBILICAL REPLACED. H-UMBILICAL REPLACED. H-UMBILICAL REPLACED. H-UMBILICAL REPLACED. A-08-14-134-F H-15-14-154-F H-15-14-154-	CORRECTIVE ACTION-IN		MAS ACCEPTABLE.					
NE. WE. WE. WE. WE. WE. WE. WE.	LECTRICAL-A/B	DA763/02-6HO-06-37 UPB1L1CALCOMECTOR	COMPOST TE-PRD/DPL	37F \$20807	ن	₽ £		14.
ME. A-BR-14-154-F A-BR-14-154-F BAITCH-CHANGEOVER BY-06177-8 BAITCH-CHANGEOVER BY-06177-8 BAITCH-CHANGEOVER BY-06177-8 BY-0617-8 BY	LURE MOOF-OPEN (ELEC)-FAULTY PIN CONNECTIONS IN AN U	MILICAL COMECTOR GAM	FALSE IN	DICATION	¥ b	MISSILE AC PO	
OWENSITE ABORTED. A-8F-14-154-F BUITCH-CHANGEOVER ET-0617F-8 BUITCH-CHANGEOVER ET-0617F-8 BUITCH-CHANGEOVER ET-0617F-8 BUITCH-CHANGEOVER ET-0617F-8 BUITCH-CHANGEOVER BUITCH-	SYSTEM EFFE IT-NOWE.							
H-UMBILICAL MEPLACED. A-08-14-154-P BAITCH-CHANGEOVER E7-06177-8 BAITCH-CHANGEOVER E7-06177-8 BAITCH-CHANGEOVER E7-06177-8 BAITCH-CHANGEOVER PROBLET A PRESCRIBED TIME, SMITCH DID NOT TRANSFER TO INTERNAL POSITION DURING A VALIDATION COMFINED, MOTOR WHICH DRIVES SMITCH HAD BEEN OVERHEATED. REASON FOR OVERHEATING WAS NOT DETERMINE N-UMENOWN, FIELD PERSONNEL MERE NOTIFIED NOT TO CONTINUE TRYING TO ACTIVATE A MALFUNCTIONING SMITCH IN EXTENSIVE DAMAGE TO SMITCH MOTOR AND PREVENT FINDING EXACT CAUSE OF PAILURE. PAGE 5130	VEHICLE EFFECT-COMP.	COSTVE ABORTED.						
A-8F-14-154-F BUITCH-CHANGEOVER ET-DG177-8 BUITCH-CHANGEOVER ET-DG177-8 BUITCH-CHANGEOVER HD NOT TRANSFER TO INTERNAL POSITION DURING A VALIDATION CONFINED, MOTOR WHICH DRIVES SWITCH HAD BEEN OVERHEATED, REASON FOR OVERHEATING WAS NOT DETERNING N-UNKNOWN. FIELD PERSONNEL MERE MOTIFIED NOT TO CONTINUE TRYING TO ACTIVATE A MALPUNCTIONING SWITCH IN EXTENSIVE DANAGE TO SWITCH MOTOR AND PREVENT FINDING EXACT CAUSE OF FAILURE.	CORRECTIVE ACTION-U	MBILICAL REPLACED.	,					
ANIENTE MODE-FAILED TO OPERATE AT PPESCRIBED TINE, SMITCH DID NOT TRANSFER TO INTERNAL POSITION DURING A TON FAILURE WAS CONTRNED. MOTOR MISCH DRIVES SMITCH HAD BEEN OVERHEATED. REASON FOR OVERHEATING WAS NOT DARKETTY AS CONTINUE, TRYING TO ACTIVATE A HALPUNCTION! HICH HAT ASSULT IN EXTENSIVE DANAGE TO SMITCH NOTOR AND PREVENT PINDING EXACT CAUSE OF FAILURE.	LECTRICAL-A/B	A-8R-14-114-P BMI TCM-CHANG COVER	FAR 27-06177-8	100020	MALKER	Şē	KINETICS PEOLUE1-1	•
NOT TO CONTINUE TRYING TO ACTIVATE A MALPUNCTION PREVENT PINDING EXACT CAUSE OF FAILURE.	FAILURE MODE-FAILED RUM, FAILURE WAS COI D.	TO CPERATE AT PRESCRIBED TINE, SMIT Neirhed, motor mich drives suitch m	CH DIO NOT TRANSFER TO AD BEEN OVERHEATED. REA	INTERNAL 1804 FOR D	POSITION VERHEATIN	4 K	46 A VALIDATION 1 NOT DETERMINE	·
PAGE 6110	CORRECTIVE ACTION-UNIMICH MAY RESULT IN	HENDAM. FIELD PERSONNEL MERE NOTIFIE EXTENSIVE DANAGE TO SWITCH HOTOR AN	NOT TO CONTINUE. PREVENT PINDING	M TO ACTE	VATE A MA Pailure,	#6.4	TIONING BUITCH	
PAGE 6110								<u></u>
							PAGE 0180	

CONVAIR 1810H

19 TOK 1000	CIFFICULTIES REVIEW-	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	P.K.			al language and the second	
SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	617E		PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B	16-90-16-18U-7	FAR RT-62702-619	1300	FACTORY	# Q	CA14404 01 70 70-3646	•
FATLURE MODE-OUT OF TO	OF TOLERANCE-CRITICAL DENGHSIONS NOT NET DU. TO POOR MANUFACTURING NETHODS AND INADESUATE SUALITY	T DU. TO POOR MANUFACT	UNING HET	ODB AN)	74 P	GUATE GUALITY	
CORRECTIVE ACTION-VEN	-VENDORS QUALITY CONTROL PRUCEDUAES MERE REVISED.	C REVISED.					
ELECTRICAL-1.78 POMER DISTRIBUTION	99-14-145F	FAR 27-41852-801-01	1480 820807	9 .0.	2 €	3/0 9	*****
FAILURE HODE-OUT OF TO	OF TOLERANCE, HIGH RF INSERTION LOSS.						
RECTIVE ACTION-MON	CORRECTIVE ACTION-WOME, ANALYSIS INDICATED THE MARNESS WAS ACCEPTABLE.	MS ACCEPTABLE.				:	
ELECTRICAL-A/B MOMER DISTRIBUTION	DAT63/DE-640-06-37 UMBILICALCOMECTOR	COMPOST TE-PRID/DPL	377 620807		# Q	·	277.00
FAILURE MODE-OPEN (ELL	(ELEC)-FAULTY PIN COMECTIONS IN AN UMILICAL COMMECTOR GAVE FALSE INDICATION OF NO MISSILE AC PO	BILICAL CONECTOR GAME	FALSE IND	1CATION	¥ b	HIBBILE AC PO	
SYSTEM EFFECT-MOME.							
VEHICLE EFFECT-COMPOSITE ABORTED.	ITE ABORTED.						
CORRECTIVE ACTION-WBILICAL REPLACED.	ILICAL REPLACED.	·					
ELECTRICAL-A/B POMER DISTRIBUTION	A-OR-14-194-F Baitch-Changeover	FAR E7-06177-3	420401	WALRER	ž Q	KINETICS MEDIORI-1	70740
FAILURE MODE-FAILED TO RUN, FAILURE WAS COMFI	FAILURE HODE-FAILED TO OPERATE AT PRESCRIBED TIME, SMITCH DID NO. TRANSFER TO INTELIAL POSITION DURING A VALIDATION Run. Failure was comtrhed, hotor which drives switch had been ovenheated. Heason for ovenheating was not deterhine. ''	H DID NO. TRANSFER TO D BEEN OVETHERTED. "EX	INTERIAL P	SAHEATIN	414	A VALIDATION . NOT DETERHINE	
ECTIVE ACTION-UMEN H MAY RESULT IN EX	CORFECTIVE ACTION-UNKNOWN, FIELD PERSONNEL MERE NOTIFIED NOT TO CON-TIME TRYING TO ACTIVATE A MALFUNCTIONING SMITCH MAICH MAY RESULT IN EXTENSIVE DAMAGE TO SMITCH HOTOR AND PREVENT PINDING EXACT CAUSE OF FAILURE.	NOT TO CON-THUE TRYIN	6 TO ACTIV	ATE A MA PATLURE.	25.0	TIONING BMITCH	
				Approximate the same of the sa			
						PA/ C 0110	

GENERA, MANICE CONVAIR DIVISION

9901 NOT SI	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-"INBCAME	CTRICAL SYSTEM-HIRBO	A.K.				
SYSTEM \$UB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE BITE DATE DIF	111E DIF	0 M	VENDOR NAME	
ELECTRICAL-A/B POMER DISTRIBUTION	DA763/DE-RMO-D4-37 3EN3OR	COMPOSITE-PRD/DPL	37F 62U730	•	± 8		002870
FAILURE MOE-OUT OF S	SPECIFICATION OR TOLORENCE. AC LOM SENSOR DRIFTED E.SVAC HIGH-INVERTER FAULT RECEIVED.	SOR DRIFTED 2.5VAC H	16H-1NVERT	ER FAULT	KECEI	vED.	
SYSTEM EFFECT-NOME. P	PROBLEM IN AGE.						
VEHICLE EFFECT-COMMIT	VEHICLE EFFECT-COMMIT SEPUENCE AND COMPOSITY (BORTED.					•	
CORRECTIVE ACTION-UNKHOWN.	HOMM.						
ELECTRICAL-A/B POWER DISTRIBUTION	A-99-04-3363F EXCITATION TRANSFORMER	FAR 27-04355-3	620730	FACTORY	£ 45	YES TRANSONIC NO	
FAILURE MODE-ELECTRICAL ACROSS PINS S.T.X.Y OF PI	IICAL OFEN. THE TRANSFORMER WAS IR/D DURING SYSTEMS CHECK IN FINAL CHECKOUT. "HE OUTPUT WAS ZEAD Of Plug sosugar. The Mormer case was opened and five wiring discrepancies were found.	ING SYSTEMS CHECK IN PENED AND FIVE WIRIN	FINAL CHE 6 DISCREPA	CKOUT!	취 취 월 5	PUT MAS ZERO MD.	
CORRECTIVE ACTION-VENDOR AND 60/C	CORRECTIVE ACTION-VENDOR AND GD/C QUALITY CONTROL TO REVIEW PROCEDURES-FOR-MANUF, AND RECEIVING INSPECTION TO PREVE NT RECURRENCE OF THIS PROBLEM, REF RAR A-98-04-727 DATED 21 SEPT 62. ALSO ALL TRANSFORMERS IN STOCK REINSPECTED,	W PROCEDURES-FOR-MAN	UF. AND RE RANSFORMER	CE1VING	INSPEC	TION TO PREVE	:
ELECTRICAL-A/B POWER DISTRIBUTION	3P-90-14-130F Miring	FAR E7-62748-803-E	620726		YES AMP	AMP 22-16 1-21	
FAILURE MOE-OPEN ELE	ELECTRICAL- MIRE SPLICE IN AUTOPILOT HARNESS FAILED OPEN.	HESS FAILED OFEN.					
CORRECTIVE ACTION-FAIL	CORRECTIVE ACTION-FAILURE AMALYSIS INDICATED INPROPER WIRE SPLICE. TIGHTER QUALITY- CONTROL ACTION INITIALED. SAV-S CONTRACT HISSILES WILL HAVE ALL PERMANENT SPLICES REMOVED.	. aPLICE. TIGHTER BW	LITY- CONT	ROL ACTIO	Z K	TIALED. BLY-3	
ELECTRICAL-A/B POACR DISTRIBUTION	HG-A9-14-140-C HARNERS	FAR 7-06320-1	620725	FACTORY	3 6	YES CANNON NO UNKNOWN	100700
FAILURE MODE-LOGS OF	STRUCTURAL INTEGRITY DUE TO CRACK IN UMBILICAL RECEPTACLE.	U-BILICAL RECEPTACLE	•				
CORRECTIVE ACTION-ARECOM AMPER ON THE END OF THE BENDELD OF THE BENDER OF THE RECEPTACLE.	CORRECTIVE ACTION-ARECOMMENDATION WAS MADE TO AND ACCEPTED BY THE VENDOR TO REDESIGN THE RECEPTACLE TO INCLUDE A CH MFCR ON THE END OF THE BLEEVE GUIDE AND IN THE SPRING-RETAINING CUP HOLE. A SPECIAL TOOL WAS DESIGNED FOR USE IN AS EASLY OF THE RECEPTACLE.	BY THE VENDOR TO REINING CUP HOLE. A SP	DESIGN THE ECIAL TOOL	RECEPTACE	LE TO	RECEPTACLE TO INCLUDE A CH WAS DESIGNED FOR USE IN AS	
							,
						PARE 0181	

GENERAL . CHANICS CONVAIR DIVISION

13 JUN 1966

DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

SYSTEM SUG-STRIKE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	# 0 # T	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	X-80-14-149-C X-X-70-00	7/7 19/1-09/190-190	420714	ETA	VE & 60/C	٥/ د	
FAILURE MODE-REPORTED PA	FAILURE MODE-REPORTED FAILED DURING OPERATION MEN THE BUSTAINER EMGINE WENT HARD OVER IN PITCH WITH MO PITCH BIGMA APPLIED.	AINER ENGINE MENT H	ARD OVER !	N PITCH N	¥	O PITCH BIENA	
CORRECTIVE ACTION-NOME-1	CORRECTIVE ACTION-NOWE-ITEM WAS NOT FAILURE AMALYZED.						
ELECTRICAL-A/B POWER DISTRIBUTION	A-9D-14-131F WRING	FAR 27-06108-801	120D 620717	VAFB	YES U	TES UNITED CONTROL. NO 1352	. 14460
FAILURE MODE-SMORT ELECT	FAILURE MODE-SHORT ELECTRICAL- INPUT LEADS SHORTED AND BURNEL OFF.	п от.					
CORRECTIVE ACTION-WIRING REPAIRED.	REPAIRED.	•					
ELECTRICAL-A/B POMER DISTRIBUTION	A-9B-14-171-C HARNESS	FAR 27-60050-3	420717	ETR	7 E S	3/09	02000
FAILURE MODE-FAIL DURING	DURING OPERATION. AUTOPILOT CONTROL OF VERNIER ENGINE NO.	RNIER ENGINE NO. 2	2 MS LOST.				
CORRECTIVE ACTION-FAILURE NOT CONFIRMED.	E NOT CONFIRMED.						
ELECTRICAL-A/B POWER DISTRIBUTION	SP-9∴ 20-166F Transducer	7-43040-010	420717	# F	7E3 A	YES CRESENT ENGRG NO AND RES	002500
FAILURE HODE-ELECTRICAL (TICALLY DETWEEN 23 AND 25 TRANSDUCER, RESULTING IN	FAILURE HODE-ELECTRICAL OPEN-REPORTED FAILURE OF COMPUTER COMPARATOR DURING FUNCTIONAL CHECK WHEN VALVE VARIED EARA ICALLY BETWEEN 23 AND 25 DEGREES, FAILURE WAS CAUSED BY A COLD-SOLDER JOINT AND AN UNSOLDERED JOINT IN THE POSITION TRANSDUCER, RESULTING IN INTERNITTENT OPERATION OF THE TRANSDUCER.	OHPARATOR DURING FU OLD-SOLDER JOINT AN NDUCER+	NCTIONAL CI	HECK WHEN	VALVI HT IN	E VARIED ERRA THE POSITION	
CORRECTIVE ACTION-UNKNOWN	DM-UKKNOMN, SINCE NOVEMBER 1980 THESE UNITS HAVE BEEN MANUFACTURED AT CRESENT EMEINEERING AND RESEAR MONTE, CALIFORNIA UNDER GOOD INSPECTION AND QUALITY-CONTROL PROCEDURES.	44VE BEEN MANUFACTU QUALITY-CONTROL PR	RED AT CRE OCEDURES.	SENT EM61	MEER	NG AND RESEAR	·
ELECTRICAL-A/B POWER DIBTRIBUTION	AESE-DESISE-40E-DD-141 UMBILICAL COMMECTOR	FLIGHT	1410	5768-2 320	2 9		
FAILURE HODE-PAIL TO OPER TO DISCONNECT PROPERLY.	FAILURE HODE-FAIL TO OPERATE AT PRESCRIBED TIME, ATLAS/RE-ENTRY VEHICLE BUMPING DUE TO FAILURE OF THE R/V UMBILICAL To disconmect properly, binilar occurrence on 1870, the eppect was observed on all's data.	ITRY VEHICLE BUMPIN ICT MAB OBSERVED ON	ATLAB DAT	ATLURE OF	¥	R/V UMBILICAL	
						PAGE 0152	

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1	9961 NOT 61	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	TRICAL BYSTEM-AIRBO	SHE				
·	8181EH 8UB-818TEM	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE PRI		VENDOR NAME	
	SYSTEM EFFECT-NOME,							******
		TOTALE STABLETT, CHARGE OF VEHICLE ATTIVUE DUE TO FAILURE OF UNDILICAL TO BEFARATE PROFER	. Allithus Buc to FA	ורמשנ סב	MOILICAL	<u>.</u>	FPARATE PROPER	
	CORRECTIVE ACTION-UNKNOWN. ELECTRICAL-A/B POWER DISTRIBUTION	AESE-0691/82-402-00-141 HABNEYS	FLIGHT	1410	-	YE 8		9
	FAILURE MODE-FAIL TO OPE GREATLY ATTENUATED DUE TO L STABILIZATION FILTER.	IL TO OPERATE AT PRESCRIBED TIME. DURING THE FIRST SO SECONDS OF FLIGHT, ENGINE RESPONSE IN YAW WAS SILLER.	FIRST SD SECONDS O	F FLIGHT,	ENGINE R	EBPON	FLIGHT, ENGINE RESPONSE IN TAM MAS WITCH 49, OR A DEFECTIVE TAW CHANNE	
	SYSTEM EFFECT-IMPROPER A	SYSTEM EFFECT-IMPROMER ANALOG SIGNALS. YAM CONTROL WAS MARGINAL UNTIL SO SECONDS WHEN THE FILTER OUTPUT SIGNAL WAS COUTED. SYSTEM PERFORMANCE WAS THEN SATISFACTORS.	HAL UNTIL 50 BECOM	D WEN T	Æ FILTER	9	JT SIGNAL WAS	
	VEHICLE EFFECT-NONE, ACO	VEHICLE EFFECT-NOME. ACRUISITION OF YAM CONTROL AT 50 SECONDS IMAS SUFFICIENT FOR OVER-ALL MISSION ACCOMPLISHMENT.	OS WAS SUFFICIENT F	OR OVER-AL	LL MI8810	A ACC	CHPLI BHACHT.	
	CORRECTIVE ACTION-LINENGIM.	ź						
	ELECTRICAL-A/B POWER DISTRIBUTION	CT-99-14-004C MAIN MIBBILE POWER CHANGEOVER BAIT 55-06111-5 CH	FAR 7 85-06111-1	420707	FACTORY	# Q	YES KINETICS NO	:
	FAILURE MODE-FAILURE TO .	LURE TO CPERATE AT PRESCRIBED TIME BY PAILING TO TRANSFER PROM INTERNAL TO EXTERNAL DURING RECEIVIN	NG TO TRANSFER FROM	INTERNAL	TO EXTERI	ā ¥	AING RECEIVIN	
	CORRECTIVE ACTION-MOME.	THIS PART PAILED IN 60/C RECEIVING INSPECTION AND WAS RETURNED TO THE VENDOR FOR	INSPECTION AND MAS	RETURNED	THE VE	5	OR REMORK.	
	ELECTRICAL-A/B POMER DISTRIBUTION	A-90-14-128F Harners	FAR 27-61907-679	124D 620706	6 47	£ 4	AHP 22-16 1-2	•
1	PAILURE MODE-OPEN (ELECT)	M (ELECT). WIRE SPLICE IN AUTOFILOT HARNESS FAILED PULL TEST.	FAILED PULL TEST.					
	CORRECTIVE ACTION-PAILUR	CORRECTIVE ACTION-FAILURE ANALYBIB INDICATED INFROPER WIRE SPLICE. INITIATION OF BUALITY-CONTROL CORRECTIVE ACTION.	SPLICE. INITIATION	OF 6 WLIT	r-control	00 E	ICTIVE ACTION.	
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GENERAL DYNAMICS CONVAIR DIVISION

15 JUN 1966

DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

VENDOR HAME	083672	RED AS A R	094567	TO MARNESS	2000	178 ABSEMBL	11108 008799	ACT LUBRIC	
PRI VEN	YE\$ 60C	DISCOVI	YES 60/A NO	PUT DUE	3/03 OH	741.0 PA	YES KINETICS HO	183	
SITE TINE DIF	FACTORY	ET WIRING.	FACTORY	o aven out	E.	LANCE OF	FACTORY	J708. EKG	. A . I . A .
VEHICLE DATE DIF	1360	N INCORRE	136D 620628	WIRED INT	. 620627	OH BURNETI	1310	NO PIN A.	און און אורוני
DIF DATA SOURCE PART NUMBER	FAR 87-81848-815	ILOY MARNERS CAUSED (OUT.) A WIRING DIAGRAM ES	FAR E7-41002-909	CAUSED BY EGY 400CP8	FAR 7-64358-3	COMECTOR CONTACT.	FAR 27-09106-801	1LY ON PEN H, J704, 4	TT OF CONTACT LUBRIC
TEST/REPCAT NUMBER FAILED COMPONENT NAME	68-64-04087 KARANGUS	FAILURE WODE-SHORT (ELECT). A SHORT MAS FOUND IN AN AUTOPILOT MARNESS CAUSED BY INCORRECT WIRING, DISCOVERED AS A ESUL! OF INVESTIGATION OF A SHED NO GO DURING MISSILE CHECKOUT. CORRECTIVE ACTION—THE SHORT OCCURRED IN THE MARNESS DUE TO A WIRING DIAGRAM ERROR CORRECTED.	SP-88-G4-VEUS HARNESS	FAILURE MODE-SHORT (ELECT). NO OUTPUT FROM SHAD, PAILURE CAUSED BY 26V 400CPS WIRED INTO SHAD OUTPUT DUE TO MARNESS Wireing Error. Cabretiue action-lemmaa.	A-9D-14-124F COMECTOR ELECT.	FAILURE MODE-FAILURE TO OPERATE AT PRESCRIBED TIME, POOR COMMECTOR CONTACT. Corrective action-rar 90-14-639 requesting quality control to improve inspection surveillance of This Parts Assembl.	A-98-14-120F POMER CHANGEOVER BMITCH	FAILURE MODE-ELECTRICAL OPEM CIRCUIT OCCURRED INTERNITTENTLY ON PIN M. 1704, AND PIN A. 1702. EXCESS CONTACT LUBRIC Nt was the cause.	CORRECTIVE ACTION-VENDOR YOOK ACTION TO CONTROL THE GLANTITY OF CONTACT LUBRICANT APPLICATION.
STATEM SUB-SYSTEM	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-SHORT (ELECENT) OF INVESTIGATION OF CORRECTIVE ACTION-THE SH	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-SHORT (ELECT) WIREING ERROR.	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-FAILURE TO CORRECTIVE ACTIOM-RAR 90	ELECTRICAL-A/B	FAILURE MODE-ELECTRICAL ANT WAS THE CAUSE.	CORRECTIVE ACTION-VENDOR

GENERAL UTNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

3757EM \$UB-5737EM	TESTZREPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	11 ME 01F	PRI VENDOR HANE OTH VENDOR PART NO	9
	AE61-1277/L1-401-00-113 AIRBORNE RECEPTACLE-UMBILICAL PLUG P1007	FLIGHT	1150	1-1-6-6	YES	***************************************
FAILURE MODE-PREMATURE OF LUG P1007 CAUSED THE PLUG	FAILURE MODE-PREMATURE OPERATION, A MECHANICAL FAILURE OF THE AIRBORNE RECEPTACLE OF BOOSTER PROPULSION UMBILICAL. UG PIOO? CAUSED THE PLUG TO EJECT PREMATURELY AT -2.403 SECONOS 170 MILLISECCHOS AFTER MAIN ENGINES COMPLETE.	E AIRBORNE RECEPTA NOS 170 MILLISECCH	CLE OF BOD	STER PROP	JESION UMBILICAL ES COMPLETE.	
SYSTEM EFFECT-NOME, PREMI OCCURRED HAD PLOOT FALLED	PRENATURE DATA LOSS ON EIGHT BERUENCE RECORDER HEASUREHENTS, HOMEVTR, A LAUNCH ABORT MOULD HAVE "Allen out before receipt of Main Emsines Complete.	CORDER HEABUREHENT!	S. HONEVER	, A LAUNCI	1 ABORT WOULD HA	<u>.</u>
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-UNKNOWN.	•				٠	
	A-99-14-112F POMER CHANGEOVER SMITCH	FAR 27-06106-601	1240 62 0615	FACTORY	YES KINETICS NO	::
FAILURE MODE-FAILURE DURI AL TO INTERNAL THE REPORTI	DURING OPERATION. THE SMITCH D.C. CONTACTS NERE BREAKING BEFORE MAKING IN TRANSFER FROM ENTERN PORTED FAILURE WAS NOT CONFIRMED.	CTS WERE BREAKING	DEFORE MAK	146 1H TR	INSFER FROM EXTE	
CORRECTIVE ACTION-GROUNDING OF EAK FILTER WAS INCORPORATED.	ING OF SIMULATED BATTERY CHECKOUT CABLE AND POMER SUPPLY HODIFICATION TO INCLUDE TRANSIENT	BLE AND POLER SUPP	-Y HODIFIC	ATTON TO	INCLUDE TRANSIEN	
	ARI41-0-1-124/FC-1CO-03-124 SWITCH, CHANGEOVER	COMPOSI TE-FACTORY E7-06108-801	124D 620614		753	
FATLURE MODE-FATL DURING POWER CHANGEOVER DUE TO A	RING OPERATION. 5.8 VDC TRANSIENTS WERE INDICATED ON THE 28 VDC INTERNAL AND EXTERNAL LIMES AT TO A FAULTY POMER CHANGEOVER SWITCH.	INDICATED ON THE E	VOC INTE	RNAL AND	EXTERNAL LINES A	
ATTON 1	STREM EFFECT-OPERATION TOO HIGH.		•			
#0817E	VEHICLE EFFECT-COMPOSITE RESCHEDULED. BYBIEM AND COMPOSITE RETEBTING MAS REQUIRED	ETESTING MAS REGUL	9			
CORRECTIVE ACTION-POWER (CHANGEOVER BUITCH HAS REPLACED.					
	AR141-C-1-124/FC-4CO-03-124 MARNESS	CONFORT TE-FACTORY	1240		5/09 OH	
FAILURE MOE-OUT OF TOLEK TERY BIMULATOR CABLE,	TOLERANCE. INTERNAL 26 VDC INDICATED 25.0 VDC FRON POMER C/O TO END OF TEST DUE TO A FAULTY BAT	D VDC FROM POMEN C.	0 TO END	OF TEST D	JE TO A FAULTY B	
147104 7	BYSTEH EFFECT-OPERATION TOO LOW.					·
POSTTE	VEHICLE EFFECT-COMPOSITE DELAYED.					
						1
					PAGE 0199	=

GENTRA NAHICS CONVAIR DIVISION

DIFFICULTES REVIEW-EIECTRICAL SYSTEM-AIRDORNE

		DIFFICULTIES REVIEW-E	DIFFICULTIES REVIEW-ELECTRICAL STSTEM-AIRDORNE	25 ME			
	#31878 #31878	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOURCE PART MUMBER	VEHICLE DATE DIF	\$17E	PRI VENDOR NAME OTH VENDOR PART HO	
1-	CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE BATTERY SIMULATOR CASLE MAS REPLACED.	ED.				******
	FLECTRICAL-A/B	A-90-14-128F COHNECTOR-ELECT.	FAR ZNSSTARO	620614	ž Ž	YES 60/C	. 2000
	FAILURE MODE-ELECTRICAL	FAILURE MODE-ELECTRICAL SHORT, CIRCUIT SHORT OCCURRED INTERMITTENTLY.	ITERMS TTENTLY.				
	CORRECTIVE ACTION-RAR	CORRECTIVE ACTION-RAR A-90-14-838 REQUESTED QUALITY CONTROL TO EXERCIZE MORE STRINGENT INSPECTION OF THE PART.	ROL TO EXERCIZE NORE	BTRINGENT	INSPECTIO	N OF THE PART.	
	ELECTRICAL-A/B	A-90-14-113F POMER CHAMGEOVER BMITCH	FAR 27-06106-601	1150 620529	MT.	YES KINETICS HO	1000
	FAILURE MODE-OUT OF SP	OF SPECIFICATION. FAILURE TO TRANSFER IN THE ALLOTED TIME. FAILURE WAS UNCOMFIRMED BY FAILURE ANYL	IN THE ALLOTED TIME. F	AILLME WAS	UNCOMETR	MED BY FAILURE AND	
	CORRECTIVE ACTION-NOME	CORRECTIVE ACTION-NOWE, SINCE FAILURE WAS UNCOMFIRMED. THIS UNIT AND ASSOCIATED MARDWARE WILL RECEIVE CLOSE HARDWAR WILL RECEIVE CLOSE SURWEILLANCE.	HIS UNIT AND ASSOCIAT	ED HARDMAR	ב אורר שב	CEIVE CLOSE HARDIM	
	REECTRICAL-A/B	A-90-14-111C ELECTRICAL COMMECTOR	FAR 7-04320-1	620525	ŝ	YES CAINON NO	093940
	FAILURE MODE-CONTAMINA	ITAMINATION. FAILURE TO OPERATE CAUSED BY MOISTURE OR CONTAMINATES. INTERFERING MITH RELEASE.	F HOISTURE OR CONTAMI	MTES. INTE	AFEAINS Y	ATH RELEASE.	
	CORRECTIVE ACTION-NOME.						1
	ELECTFICAL-A/B POWER DISTRIBUTION	A-9H-D6-14E Lox Probe Wiring	FAR E7-43163-818	466	2	YES 60/C NO	****
1	FAILURE MODE-ELECTRICA MERE BROKEN BECAUSE OF	FAILURE MOJE-ELECTRICAL OPEN, UNIT REJECTED FOR AN OPEN CIRCUIT INDICATION, WHICH WAS CONFINNED-BOTH FILANENT WIRES Were brokem because of insufficient slack in the wires.	CIRCUIT INDICATION,	ATCH MAS C	ONF INNEED-	BOTH FILAMENT WIRE	
	CORRECTIVE ACTION-NOME	CORRECTIVE ACTION-NOWE THIS DESIGN HAS BEEN SUPERCEDED.					
E							
						PAGE D196	T.
							1

GENERAL DYNAMICS CONVAIR DIVISION

13 1UH 1968	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBOANE	TRICAL SYSTEM-AIRBO	i Kr				
37.57EH 308-37.5FEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	81TE TIME DIP	2 to 2	PRI VENDOR NAME OTH VENDOR PART NO	
LECTRICAL-A/B	A-80-14-113F UMBILICAL PLU6	FAR 27-06172-821	620417	VIR	7E &	YES GRAY-HULEGUARD NO	11000
FAILURE MODE-FAIL TO OF	TO OPERATE AT PRESCRIBED TIME. UMBILICAL PLUS FAILED TO EJECT AT COMMAND.	PLUG FAILED TO EJEC	T AT COMM	Ġ.			
CORFECTIVE ACTION-RELIA	CORRECTIVE ACTION-RELIABILITY GENERATED RAR A-88-40-661 WHICH REQUIRES SEALING THE EJECTION SOLENDID WITH CORNOSION Resistivit materials.	ICH REGUIRES SEALIM	, THE EJEC	110N BOLE	910	ITH CORROSION	
ELECTRICAL-A/B POLER DISTRIBUTION	63-0690 ACQUSTICA STATION S FUEL PROBE	COMPOST TE-FRD/DPL	1420 620410	ž .	7 G	٠	192547
FAILUR: MODE-OPEN (ELE	FAILUR; MODE-OPEN (ELECTRICAL). ACQUATICA STATION S PUEL PROSE INDICATED OPEN.	ROBE INDICATED OPEN					
SYSTEM EFFECT-HONE.							
VEHICLE EFFECT-COUNTDOWN ABORTED	MN ABORTED.						
CORRECTIVE ACTION-MISS	CORRECTIVE ACTION-MISSILE REHOVED PROM SITE FOR INSPECTION.	•					
ELECTRICAL-A/B POWER DISTRIBUTION	DASS7 CHANGEOVER MAITCH	COMPOSITE-FRD/DPL	1100 620402		ž č	YES UNITED CONTROL. NO 8 CORP.	
FAILURE MODE-OUT OF TO	OF TOLERANCE. HISSILE AC POWER FAULT RECEIVED CAUSED BY SLOW DC POWER CHANGEOVER CYCLE.	IIVED CAUSED BY SLOS	I DC PONER	CHANGEON	ER CYC		
SYSTEM EFFECT-OPERATIC	SYSTEM EFFECT-OPERATION TOO LONG. TIME FROM POMER TRAMSPER TO EXTERNAL TO RECEIPT OF POMER ON EXTERNAL MAS 1.4 MECO. MDS-RESULTED IN POMER LOSS TO MPU OF 0.18 MECOMOS.	N TO EXTERNAL TO REC	EIPT OF P	OMEN ON E	KTCAN	L MB 1.4 AECO	
VEHICLE EFFECT-HONE.							
CORRECTIVE ACTION-UNKNOWN	HOLEN.						-1
ELECTRICAL-A/8 POWER DISTRIBUTION	DAGGT	COMPOST TE-FRD/DPL E7-61907	42040E	~	2	5/ 9	
FAILURE MODE-FAIL DUR	FAILURE MODE-FAIL DURING OPERATION. POST TEST INVESTIGATION OF A PAILURE TO MULL THE EMSINES IN THE PITCH PLANE REV EALED A FAULTY RECEPTICAL IN UMBILICAL JIDDI.	ON OF A PAILURE TO	MULL THE I	METHER IN	Ĭ	PITCH PLANE REV	
SYSTEM EFFECT-IMPROPER DISCRETE SIGNAL.	R DISCRETE SIGNAL.						<u> </u>
VEHICLE EFFECT-COMPOSITE DELAYED.	11E DELAYED.						
CORRECTIVE ACTION-PIT	ON-PITCH MULL BIGMAL REROUTED.						
						PA6C 0197	ı

GENERA, NAMICE CONVAIR DIVISION

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DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIFBORNE

3737EX 308-3737EX	TEST/REPORT NUMBER FAILED COMPONENT NAME	STARFORT NUMBER DIF DATA SOURCE VE	HICLE TE DIF	111E	PRI VENDOR HAME OTH VENDOR PART MO	8
ELECTRICAL-A/B	A-A9-14-104F POMER CHANGEOVER SMITCH	FAR 27-06106-801	*\$0382	FACTORY	VEB KINETICS NO	•
FAILURE MODE-ERRATIC	SATIC OPERATION FROM IMPROPER INSTALLATION OF RICEPTACLE AT POMER SWITCH.	N OF RICEPTACLE AT PO	ÆR BWITCH.			
CORRECTIVE ACTION-FAC	CORRECTIVE ACTION-FACTORY SUPERVISION WAS MADE AWARE OF THE INSTALLATION INADESUACY.	THE INSTALLATION INAD	Seuacy.			1
ELECTRICAL-A/B	A-98-ED-137F COMPUTER	FAR 27-45040-821	902029	ETA	YE\$ 60/C	005721
FAILURE MODE-SHORT (E OUTPUT VOLTAGE, THE RE	ORT TELECT.) COMPUTER COMPARATOR WAS REPORTED TO HAVE FAILED WHEN IT EXHIBITED HO ERROR DEMODULATOR THE REPORT FAILURE WAS NOT CONTINNED.	RTED TO HAVE FAILED M	1EM IT EXHII	01 TCO HO	ERROR DEMODULATO	
CORRECTIVE ACTION-NO ACTION TAKEN.	ACTION TAKEN.					
ELECTRICAL-A/B POMER DISTRIBUTION	CT-8A-14-DOGP HARNESS	FAR 55-60514	620305	EDWARDS	YES 60/C NO	00000
FAILURE MODE-ELECTRIC	FAILURE MODE-ELECTRICAL OPEN CIRCUIT OCCURRED INTERNITTENTLY AT A PERMANENT BPLICE.	NTLY AT A PERMANENT B	7.10E.			
CORRECTIVE ACTION-RAR A OF MOISTURE PROOFING.	ON-RAR CT-9A-14-602 RECOMMENDED REDESIGN OF MARNESS SPLICE FOR IMPROVED SPLICE TECHNIGUES IN THE ARE OOFING.	OF HARNESS SPLICE FOR	IMPROVED B	PLICE TEC	HNIGUES IN THE A	
ELECTRICAL-A/B POWER DISTRIBUTION	A-9M-14-106F Harkes	FAR E7-60032-5	E5F 6E0303	SCHILLIN	YES 60/C	*
FAILURE MODE-ELECTRIC CONCLUDED TO BE FROM	ECTRICAL OPEN. CIRCUIT BETWEEN POOI, PIN (E) AND 30514, PIN (E) WAS OPEN. BROKEN WIRE AT THE SPLICE. From Mishamdling.	(E) AND 30514, PIN (E)	MAS OPEH.	BROKEN .	IRE AT THE SPLIC	
CORRECTIVE ACTION-THE SITE WAS ADV ED TO HANDLE CABLES MORE CAREFULLY.	13ED OF	THE FAILURE CAUSE. IN ADDITION, 60/C RESUESTED THAT PERSONNEL	: REQUESTED	THAT PEN	SCHWEL BE INSTRUCT	. 1
ELECTRICAL-A/B	A-SA-14-107F POMER CHANGEOVER BUITCH	FAR 87-06177	202020	WALKER	FES UNITED CONTROL	<i>x</i>
FAILURE MODE-PAILED D	LLED DURING OPERATION. FAILED TO TRANSFER FROM INTERNAL TO EXTERNAL. THE FAILUME WAS NOT CONFIRMED 8:4.	FRON INTERNAL TO EXT	CAMAL. THE I	'AILURE '	AS NOT CONFIRMED	•
		elektris eta kara eta eta eta eta eta eta eta eta eta et			PA66 0158	

15 JUN 1966

GENERAL MHICE CONVAIR DIVISION

		DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	ECTRICAL SYSTEM-AIRBO	A.				
	8731EH 8U6-873TEH	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	\$17E 11ME DIP	# 0 # 7	VENDOR NAME	
	CORRECTIVE ACTION-MAPCH	-MAPCHE MAY HAVE BEEN IN ERRCR. THE PROB	THE PROBLEM WILL BE KEPT UNDER SURVEILLANCE.	א פוצאבורו	AKE.			16721
	ELECTRICAL-A/B POMER DISTRIBUTION		FAR E7-06121-3	6 £0300	ž Š	2 d	YES GRAY-HULEGARD NO	•• 4304
	FAILURE MODE-ELECTRICAL CORRECTIVE ACTION-RELIA LUGS NOT IN USE.	FAILUME MODE-ELECTRICAL AMORT CIRCUIT OCCURNED IN THE RECEPTACLE. CORRECTIVE ACTION-RELIABILITY RAR A-90-14-63E RECOMMENDED A WATER U65 NOT IN USE.	EPTACLE. A WATER TIGHT COVERING FOR DISCONNECTED RECEPTACLES AND	NG FOR DIS	COMECTE) RECE	PTACLES AND P	
	ELECTRICAL-A/B POWER DISTRIBUTION	A-90-14-102F UMBILICAL RECEPTACLE	FAR 27-06171-805	050300	£ 5	S Q	YES GRAY-HULEGARD NO	994303
	CORRECTIVE ACTION-RELIA	CORRECTIVE ACTION-RELIABILITY RAR A-90-14-63E RECOMENDED A WATER UGS NOT IN USE.	A WATER TIGHT COWERING FOR DISCONNECTED RECEPTACLES AND	AG FOR DIS	COMECTE) RECE	PTACLES AND P	
	ELECTRICAL-A/B POMER DISTRIBUTION	A-90-14-103F CORRECTOR	FAR CA-3108E-145-7A	1120	A F	45.0	5/09	1111
	FAILURE MODE-ELECTRICAL	FAILURE MODE-ELECTRICAL OPEN CIRCUIT OCCURRED IN PLUS 708 ON THE BUSTAINER YAW ACTUATOR.	ON THE BUSTAINER YAN	I ACTUATOR.		٠.		
	CORRECTIVE ACTION-ENGINEERS	CORRECTIVE ACTION-EMFINEERING HAS REDESIGNED THE CABLE. INSTALLATION PERSONNEL LACK IN THE CONNECTOR AREA.	NSTALLATION PERSONNEL	. WERE 1N8T	RUCTED TO) ALL	MERE INSTRUCTED TO ALLOW MORE CABLE	
-	ELECTRICAL-A/B POWER DISTRIBUTION	AD62-DD21/DA676/L2-402-DD-112 BMITCH-CHAMGEOVER	COUNTDOMH E7-06106-801	1120	2-1	20	UNITED CONTROL	***
	FAILURE MODE-OUT OF TOLI R TO SEMERATE A PRUGRAHM	OF TOLERANCE. ELECTRICAL TRANSIENTS AT POMER CHANGEOVER TO EXTERNAL CAUSED THE AUTGPILOT PROSAUME. :Ogrammed pressurization system sauts piring signal.	ONER CHANGEOVER TO EN	ITERNAL CAU	SED THE	10701	LOT PROGRAMME	
	SYSTEM EFFECT-OPERATION	RATION TOD HIGH HONGNIARILY.						· · • · · · · · · · · · · · · · · · · ·
•	VEHICLE EFFECT-COUNTDOM	VEHICLE EFFECT-COUNTDOMM ABORTED AND RESCHEDULED. LOB TAME PRESSURIZATION REVERTED TO NORMAL OPERATION.	R PRESSURIZATION AEVE	RIED TO NO	RMAL OPE	14110	<u>.</u>	
	CORRECTIVE ACTION-UNKNOWN	j						
							PAGE 0150	
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GENERAL DINAMICE CONVAIR DIVIBION DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE

CONVAIR

15 JUN 1966

	SUB-STREM	Service in the servic	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER		817E	a to	VEHICLE SITE PRI VENDOR MAME DATE DIF TIME DIF OTH VENDOR PAIT NO	
	ELECTRICAL-A/B POMER DISTRIBUTION	ARI41-0-1 COMMECTOR	AR141-0-1-133/FC-4CO-DE-135 COMMECTOR	COMPOSITE-FACTORY	Y 1330	FACTORY	4.6		*****
	FAILURE MODE-ELECTRIS SE DURING THE TEST. PR	CAL OPEN. TE LUG P105 ON	FAILURE MODE-ELECTRICAL OPEN. TELEMETRY MEASUREMENT UGIY, ERROR RATIO DEMODULATOR OUTPUT, DID NOT INDICATE A RESPON SE DURING THE TEST. PLUG PIGS ON THE COMPUTER COMPARATOR MAS DISCOMMECTED.	ERROR RATIO DEMODUL 8 DISCOMMECTED.	LATOR OUTPL	JT, 020 #	<u>z</u>	DICATE A RESPON	
	STSTEM EFFECT-OPERATION DOES NOT START.	TON DOES NOT	T START.						
	WEHICLE EFFECT-COMPO	SITE DELAYED	VEHICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TESTING REQUIRED.	EQUIRED.		٠			
	CORRECTIVE ACTION-PL	DS CONNECTED	TON-PLOS CONNECTED TO COMPUTER COMPARATOR.						
	ELECTRICAL-A/B POWER DISTRIBUTION	AE62-00 POMER C	AEE2-0078/01-502-00-66 POWER CHANGEOVER SWITCH	COUNTDOWN	66E 620223	.	¥ 5		886910
	FAILURE HODE-FAIL DU	RING OPERATI	FAILURE HODE-FAIL DURING OPERATION. THE POWER INTERNAL INDICATOR WENT RED DURING THE TRBT.	ICATOR MENT RED DU	RING THE T	.57.			
	SYSTEM EFFECT-OPERAT	TON BOES NOT	SYSTEM EFFECT-OPERATION DOES NOT START. MISSILE FAILED TO TRANSFER TO INTERNAL FOMER	TRANSFER TO INTERM	AL POMER.				
	VEHICLE EFFECT-COUNTDOWN ABORTED.	DOMN ABORTED							,
	CORRECTIVE ACTION-UNKNOWN.	KNOM.		•					
	ELECTRICAL-A/B POWER DISTRIBUTION	A-9D-20-112F DEMODULATOR-	A-90-EG-112F DEMODULATOR-COMPUTER-P/U SYSTEM.	FAR E7-43009-807	66E 620210	A TA	TES S	5/0 9	201000
	FAILURE MODE-CPEM ELL D BY AN EXPANDED FEMAI COMTACT BETWEEN LOM M	ECTRICAL, P/ LE COAK RECE ANOMETER CAP	FAILURE HOOE-CPEN ELECTRICAL, P/U SET REPORTEDLY FAILED DURING A CHECKOUT OF MAPCHE PER 27-90219. FAILURE WAS CAUSE D by an expanded female coak receptacle pin unich, when combined with coax cable movement, produced an intermitent Comtact between lok mancheter capacitance and the error bridge circuit.	RING A CHECKOUT OF BINED WITH COAX CAL DGE CIRCUIT.	MAPCHE PEI	1 27-9621 41, PRODUK		ILURE WAS CAUSE N INTERNITTENT	
	CORRECTIVE ACTION-BI	HCE THE CRIG D BUT BURVEI	CORRECTIVE ACTION-SINCE THE ORIGIN OF THE EXPANDED PENALE COAR RECEPTACLE COULD NOT BE DETERMINED, HO CORRECTIVE ION WILL BE ATTEMPTED BUT SURVEILLANCE WILL BE MAINTAINED.	COAK RECEPTACLE CO	ULD NOT BE	ОЕТЕЯНІМ	±	D CORRECTIVE AC	
1	ELECTRICAL-A/B: POWER DISTRIBUTION	A99-04-3086-F COMMECTOR ELE	A99-04-3086-F CONNECTOR ELECT	FAR 27-45201-47	54F 620208	FACTORY	7 S		*****
	FAILURE MODE-SHORT (S	(ELECT)-BURNT PIN IN PLU IN MATING THE COMMECTOR,	<u>.</u>	TESTS SHOWED A BURNED SPOT ON SHELL OF MARNESS PLUG. FAILURE PROBABLY	BHELL OF M	ANESS PL	£ .	AILURE PROBABLY	
8	CORRECTIVE ACTION-FAC	ON-FACTORY PERSON	ON-FACTORY PERSONNEL ADVISED OF FAILURE AND 617EN ADDITIONAL INSTRUCTION ON STANDARD PROCEDURES TO F	617EN ADDITIONAL	INSTRUCTION	ON STAN	OARD	PROCEDURES TO F	

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GENERAL DYNAHICS CONVAIR DIVISION

 3131EH \$40-3131EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VENICLE DATE DIF	317E 71ME 01F		PRI VENDOR NAME OTH VENDOR PART NO	
 ELECTRICAL-A/B POWER DISTRIBUTION	HG-98-ED-113F DEMODULATOR-COMPUTER COMPARATOR	FAR 27-43016-13	1090	ETR	YE\$ 60/C	50 / C	:
 FAILURE MODE-FLECTRICAL OPEM-P/U COULD NOT BE OSTAINED, A BREAK IN L AMGLE,	SET REPORTEDLY THE RESISTANCE	FAILED DURING CHECKOUT. IT WAS ELEWENT WIRE RESULTED IN A VAL	FOUND A	VALVE POS LIHIT AM	11 11 ON	VOLTAGE NULL OVE THE MONINA	
 CORFECTIVE ACTION-VENDER QUE TAIN THEIR HIGH RELIABILITY.	ALITY COMTROL PERSONNEL	TO CONTINUE A CLOSE BURYETLIANCE OF	LANCE OF	THEBE PAI	# #	PARTS IN ORDER TO MAIN	
 ELFCTRICAL-A/B POMER DISTRIBUTION	HG-68-14-093F CMANGEOVER SWITCH	FAR 27-06106-801	1090	ETR	46 S	YES KINETICS	
 FAILURE MODE-FAIL DURIN	FAILURE MODE-FAIL DURING OPERATION BY NOT TRANSFERRING FROM EXTERNAL TO INTERNAL.	M EXTERNAL TO INTERN	F				
 CORRECTIVE ACTION-RELIAN	ON-RELIABILITY GENERATED RAR HG-98-14-800 WHICH RECOMMENDS DESIGN CHANGE TO ELIMINATE BALL MUT SCREW NCRPORATING A PROTECTIVE COVER.	HICH RECOMMENDS DESI	GN CHANGE	TO ELIM	X T	BALL NUT SCREW	
 ELECTRICAL-A/B POWER DISTRIBUTION	AE62-0074/ POMER CHANGE OVER BMITCH	COMPOST TE-PRD/DPL	1230	82	5 č	YES KINETICS	***
FAILURE MODE-FAIL TO OP	TO OPERATE AT PRESCRIBED TIME. RED INDICATIONS ON INTERNAL FOMER FAILED TO TRANSFER AND APS FAILU	ATIONS ON INTERNAL "	OMER FAIL	5 OT 63	ANSFER	AND APS FAILU	
SYSTEM EFFECT-OPERATION CTORY TRANSFER, THEREFORE BMITCH WAS REPLACED A SA	SYSTEM EFFECT-OPERATION DOES NOT START, MISSILE FAILED TO TRANSFER TO INTERNAL POMER. SELEMETRY INDICATED A SATISM. CTORY TRANSFER, THEREFORE, IT IS POSSIBLE THAT FOMER TRANSFERRED BUT DID NOT SEND A SIGNAL TO LAUNCH CONTROL, AFTER SMITCH WAS REPLACED A SATISFACTORY TRANSFER WAS ACCOMPLISHED.	TRANCFER TO INTERNAL ERRED BUT DID NOT M D.	POKER.	ELEMETRY AL TO LA	TAD 10	ATED A SATISFA ONTROL. AFTER	
VEHICLE EFFECT-COUNTDOM	VEHICLE EFFECT-COUNTDOMN ABORTED AND RESCHEDULED.						
 CORRECTIVE ACTION-POLER	CHANGEOVER BUITCH REPLACED.						
ELECTRICAL-A/B POMER DISTRIBUTION	AE61-1275/L2-401-00-114 Harness	FLIGHT	1140	1-E	7. 7.00		<u> </u>
 FAILURE HODE-OPEN ELECT AN OPEN OR SHORT IN THE INE RELAY BOX CONSIDERED	FAILURE HODE-OPEN ELECTRIC. SECO COMMANDS AND PROPELLANT DEPLETION BACK-UP SIGNAL NOT RECEIVED AT ENSINE RELAT BOX. AN OPEN OR SHORT IN THE PERMANENT SPLICE AT STATION 1050 WHICH PEEDS SECO OUTPUT FROM A/P HISH SNITCH EG TO THE EMS INE RELAY BOX CONSIDERED HOST PROBABLY FAILURE HODE.	EPLETION BACK-UP SIG	HAL NOT P	IECEI VED	AT EM	THE RELAY BOX.	
SYSTEM EFFECT-NOME, THE	SYSTEM EFFECT-WOME, THIS MARNESS ONLY USED FOR PROGRAMMER SMITCH ED OUTPUT.	BWITCH ED CUTPUT.					
 VEHICLE EFFECT-LATE BUS	VEHICLE EFFECT-LATE BUSTAINER ENGINE SHUTDOMN. SUSTAINER ENGINE CONTINUED TO OPERATE UNTIL LOX DEFLETION. AS A RESU	NEINE CONTINUED TO	OPERATE U	ונור רסא	DEFLE	HON. AS A RESU	
						PA&C 0181	7

GENERAL DYNAMICS CONVAIR DIVIBION

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DIFFICULTIES REVIEW-ELECTRICAL BYSTEM-AIRSORME

GENERAL DYNAMICS CONVAIR DIVISION

	DIPFICULTIES PI-IEW-ELECTRICAL S'STEM-AIRBORPE	TRICAL S'STEM-AIRBO	RPE			
STSTEM SUB-STSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BI	BITE PRI TIME DIF CTH	PRI VENDOR NVME	
ELECTRICAL-A/B FOMER DISTRIBUTION	AR141-0-1-121/FC-4CO-01-121 Harness	COMPOSITE-FACTORY	1210 611204	5 K		355
FAILURE MODE-FAIL TO OP NO STAGE INTERFACE. THE CORDANCE WITH ECP \$31, W	. TO OPERATE AT PRESCRIBED TIME, THE JETTISON SHROUD DISCRETE FUNCTION WAS NOT APPARENT AT THE SECO THE MISSILE HARNESS HAD NOT BEEN MODIFIED TO INTERCHANGE GUIDANCE DISCRETE RELAYS 2 AND 10 IN AC \$21, WHILE THE GUIDANCE TEST TAPES PROGRAMMING HAD BEEN CHANGED.	ON SHROUD DISCRETE ID TO INTERCHANGE GL MING HAD BEEN CHANG	FUNCTION MAS ! !DANCE DISCRE' ED.	OT APPARI E RELAYS	ENT AT THE SECO	
SYSTEM EFFECT-NONE.						
VEHICLE EFFECT-COMPOSIT	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED.	NG REGUIRED.				
CORRECTIVE ACTION-HODIF	CORRECTIVE ACTION-MODIFIED MISSILE MARMESS IN ACCORDANCE WITH ECP 831.	TH ECP 831.				
ELECTRICAL-A/B POMER DISTRIBUTION	3P-9D-E4-E04-F HARNESS COMMETOR	FAR 27-11404-3	1100 PMR 611130	YES		110100
FAILURE MODE-STRUCTURAL MISSING.	FAILURE HODE-STRUCTURAL. THE PINS ON THE TWO PIECE PIN ABSEMBLY IN PLUG EPS WERE NOT FASTEMED BECURELY. ONE PIN WAS MISSING.	MELY IN PLUG 2P1 NE	RE NOT FASTEM	D SECURE	Y. ONE PIN MAS	
CORRECTIVE ACTICN-NO ACTION MARRANIED AS P. ONNECTOR TYPE CHANGES AT 27-0006-13 AND ON.	CORECTIVE ACTION-NO ACTION MARRANTED AS FAR AS CHANGING THE TYPE CONNECTOR AS ONLY 6 MORE MISSILES ARE INVOLVED.	E TYPE COMECTOR AS	ONLY & HORE !	18811.63	IRE INVOLVED. C	
ELECTRICAL-A/B POMER DISTRIBUTION	A-90-14-096F CHANGEOVER SHITCH	FAR 27-06106-801	1140 WTR 611126	45 č	UNITED CONTROL CORP.	;
FAILURE MODE-CONTANINAT TERNAL TO INTERNAL. HIGH	FAILURE MOE-CONTANIMATION. ELECTRICAL SHORT CIRCUIT OF THE SMITCHES RELAY COILS PREVENTIME SMITCH TRANSFER FRON EX Termal to internal. High sjoium chloride mater solution foard mithin the smitch causing short circuiting.	SWITCHES RELAY COID WITHIN THE SWITCH	LS PREVENTING CAUSING BHOR	SMITCH TO	AANAFER FROM ER ING.	
CORRECTIVE ACTION-RELIA	I-RELIABILITY RAR ACTION RECOMENDED BUALITY CONTROL INSPECTION OF	Y CONTROL INSPECTIC	M OF SWITCH BEALS ADEQUACY.	ALB ADE	UACY.	
ELECTRICAL-A/B POWER DISTRIBUTION	DA633/02-68N-02-03 CANNON CONNECTOR.	COMPOSITE-PRD/DPL	37 6	YES BO		****
FAILURE MODE-ERRATIC OF VALVE TO STAY OPEN.	FAILURE MODE-ERRATIC OPERATION. INTERMITTENT COMMECTION IN CAMMON COMMECTOR CAUSED THE LOK ATABORNE FILL AND DRAIN VALVE TO STAY OPEN.	CANNON CONECTOR CA	UBED THE LOK	. 13BORINE	FILL AND DRAIN	
SYSTEM EFFECT-IMPROPER DISCRETE SIGNAL.	DISCRETE SIGNAL.					
VEHICLE EFFECT-COMPOSIT	VEHICLE EFFECT-COMPOSITE DELAYED. LOM MAD TO BE DRAINED MANUALLY.	WALLY.				
CORRECTIVE ACTION-REPAI	I-REPAIR CANNON CONNECTOR.					
					PASE 0163	

VEHICLE EFFECT-LOSS OF VEHICLE STABILITY-THE VEHICLE BECAME UNSTABLE IN ROLL BESINNING AT 188 SECONDS. PITCH AND TA IN STABILITY NERE MAINTAINED. THERE WAS NO EFFECT ON THE MIRSION WHICH WAS SUCCESSFULL.

STSICH EFFECT-IMPROPER AMALOG SIGNALS-THE OPEN RESULTED IN LOSS OF THE ROLL SIGNAL TO THE VEHICLE.

GENERAL BYRALTCA

DIFFICULTIFY REVIEW ELECTRICAL BYSTEN-AIRBOHNE

*314 A - SO S	TEST/SEPORT HUMBER /AILED COMPONENT NAME	SIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	11 NE 01F	£ 5	VEHICLE BITE PRI VENDOR PAIT NO	
ELECTRICAL- 17P	DAS29711-4MU-17-108 HARRE 30	CCHPOSTTE-FRD/DPL	1740	-	¥ 8		:::
FAILINE MODE-OPEN (ELEC	FAILINE WOOE-OPEN (ELECTIN START TANKS FAILED TO PRESSURIZE, FAILURE CAUSED BY BROAEN SPLICE IN THE MARKESS TO THE SOCEMOID CONTROLLING PRESSURIZATION OF THE BTART TANKS.	E, FAILURE CAUSED AY	BRCAEN BE	LICE IN	7 HE .	IARNESS TO THE	
SYSTEM LFFECT-IMPROPER DISCRETE SIGNAL.	DISCRETE SIGNAL.						······································
VEHICLE EFFECT-COMPIT &	OM IT SEAUCHCE AND COMPOSITE ABORTED AND RESCHEDULED. EMGINE TANKS DID NOT PRESSURIZE.	ESCHEDULED. EMGINE 1	ANES OID	OT PREAS	22.125		
CORRECTIVE ACTION-SPLICE REPAIRED.	E REPAIRED.		,				
ELF TRICAL-A/8 PO-ER DISTRIBUTION	A-9F-20-101-F LOP PROBE	FAR 27-04240-813	611114	14.FB	¥ 6		882701
FAILURE HODE-OPEN (ELEC IS UNDETERNINED.	(ELECT.). UNIT WAS REJECTED BECAUSE THE TOPPING LOM ELEMENT WAS OPEN-CIRCUSTED. CAUSE OF BREAKAGE	TOPPING LOM ELEMENT	Was orei-	11ACU, TED	3	JSE OF BREAKAGE	,
CORFE, ITVE ACTION-PRIOR	CORFELLIVE ACTION-PRIOR CORRECTIVE ACTION RUGGEDIZED THIS UNIT. NO FURTHER FAILURES SINCE MID 1962. NO FURTHER ACTI N REQUIRED.	UNIT. NO FURTHER FAI	LURES SIW	E MID 19		40 FURTHER ACTI	
ELECTRICAL 4 'B PCAER DISTRIBUTION	HG-98-04-3054 MARYESS	FAR 27-62711-925	935 611101	ETR	ž 6	YES 60/C NO	30070
FAILURE MODE-OPEN (ELECT) LODST WIRE AT A PERMANENT	IN (ELECT)-WIKE ZN35AZZ GOING TO PIN B OF PBD3, FEEGBACK TRANSDUCER HARNESS NAS OPEN AND TRAUED TO A Pernament (crimped) splice,	BOS, FEECBACK TRANSE	UCER HARM	88 FF 6	ž.	NAD TRACED TO A	
CCARECTING ACTION-MANUFACTUR N AND MANG ACTURE OF CRIMPED E, HONTH, -MANDATORY THAT ONLY UED ON PROPER HANDLING TECHN	COKRECTINT, ACTION-MANUFACTURING PROCESS REVISED TO INCLUDE TRACKING REQUIREMENTS FOR PERSONNEL ENGAGED IN INSPECTIO LAND MANUSACTURE OF CRIMPED AND SPLICED CONNECTIONS— SPLICING TOOLS TO BE CERTIFIED MONTHLY RATHER THAN EVERY THRE MONTH, -MANDATORY THAT ONLY CERTIFIED PERSONNEL BE ALLONED TO SPLICE PRODUCTION HARNESSES-ADDITIONAL DIRECTIVES ISS ED OH PROPER HANDLING TECHNIQUES FOR HARNESSES OVER TEN PEET IN LENGTH.	TRAINING REQUIRENCY ING TOOLS TO BE CERT TO SPLICE PRODUCTY	ITS FOR PEI TIFFED HO N HARNESS	SOWNEL E VTHLT RAT ES-ADDITI	NCAG HER GIA:	ED IN INSPECTION FRANKES THREE DIRECTIVES ISS	
POLES DISTRIBUTION	AE81-0764/LE-402-00-105 Harmet	FLIGHT	1050	1.0	7E3		
FAILURE MODE-OPEN (ELEC	(ELECT)-THEFE MAS AN OPEN IN THE ROLL SIGNAL LEAD BETWEEN THE GYRO PACKAGE AND THE FILTER-SERVOAN	GMAL LEAD BETWEEN TO	E SYRO PA	CKAGE AND	Ĭ	FILTER-SER YOAN	

GENERAL MAKICS CONVAIR DIVISION

		DIFFICULTIES REVIEW-E	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	A. A.				
THOSE MANABLE AND THE STATE OF THE STATE OF STAT	STSTEN SUG-STSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER		817E TIME DIF	NTO THI	VENDOR HAME TENDOR PART NO	
THE MAYERS STORED TO PERSONAL PROPERTY AND INITIATE SEPARATICAL OFFIL. AND THE FALLENT "A. WIRE ZELLIALE WAS DECRETOR PRINCIPLE AND INITIATE SEPARATICAL SEGUENCE SIGNAL FROW THE FALLENT "A. WIRE ZELLIALE WAS DECRETOR PROCEDURES AND RECORDER. WHE HAS PRECEDED OUT OF SPALLED. CAUSE ONE THE CHILLIALE WAS DECRETOR PROCEDURES CHANGED TO INSURE AGAINST REPETITION OF THIS FALLONE. "A. WIRE ZELLIALE WAS DECRETOR PROCEDURES CHANGED TO INSURE AGAINST REPETITION OF THIS FALLONE. "A. WIRE ZELLIALES WAS DECRETOR PROCEDURES CHANGED TO INSURE AGAINST REPETITION OF THIS FALLONE. "A. WIRE ZELLIALES WAS CORRECTED AND ANOTHER PROCEDURES STADY. DOST TEST INSPECTION REPEALED. A BROCKET OF MONTHS TRANSITY OF THE WAS THE FALLONE. "C. CHOCK TO DECRETOR AND ANOTHER PUNCTIONAL TEST PERFORMED. THE PU VALVE AGAIN DED NOT POSATION. "C. CHOCK THE WALE SERVED FEEDBACK WAS COMESTED. THE PU VALVE AGAIN DED NOT POSATION. "C. CHOCK THE WALE SERVED FEEDBACK WAS COMESTED. THE PU VALVE AGAIN DED NOT POSATION. "C. CHOCK THE WALE SERVED FEEDBACK WAS COMESTED. THE PU VALVE AGAIN DED NOT POSATION. "C. CHOCK THE WALE SERVED FEEDBACK WAS COMESTED. THE PU VALVE AGAIN DED NOT POSATION. "C. CHARCE THE WALE SERVED FEEDBACK WAS COMESTED. THE PU VALVE AGAIN DED NOT POSATION. "THE MALE AT STATION OF THE CRICKED AT STATEM THE LOSS SHOWER THE WAS THE PU VALVE AGAIN OF DE STATEM THE	CORRECTIVE ACTION-UMB)	HOMM.						150537
THE 2011AE WAS OVER TO FIN A PAYON DID NOT RECEIVE AN INITIATE SEPARATION SEQUENCE BIGGIN. FROM THE FLIGHT NH-BINGS USED IN ASSERBLY. THIS WAS A G NOD E GUIDANCE BYSTEM. NH-BINGS USED IN ASSERBLY. THIS WAS A G NOD E GUIDANCE BYSTEM. NH-BINGS USED IN ASSERBLY. THIS WAS A G NOD E GUIDANCE BYSTEM. AC-61-0C, AN-71-606-AS-01. CAPILL A GAINAT REPETITION OF THIS FAILURE. AC-61-0C, AN-71-606-AS-01. CAPILL A BYSTEM OF THIS FAILURE. AC-61-0C, AN-71-606-AS-01. CAPILL A BYSTEM OF THIS FAILURE. AC-61-0C, AN-71-606-AS-01. CAPILL A BYSTEM OF THIS FAILURE. AC-61-0C, AN-71-606-AS-01. AC-	CLECTRICAL-A/D KWER DISTRIBUTION	RA-0B-24-205-F HARNESS	FAR 27-61967-601	- z	# 1	2 6		***
ACTIVE AND INSERTING TRACEDUCE STRAND OF THE STATE ACOUSTICA ACTIVEL OPEN. THE SERVO-FEEDBACK VOLIME APPROACHED APPROXIMATELY 30 PERCENT OF MOMBAL START TRANSI MAY DECARED TO E-48 VOC AT 17 SECOND MARKE IT REMAINED STEADY. POST TEST INSPECTION REVEALED A BRO THE VALVE POSTITION TRANSDUCER AND THE ACOUSTICA COMPUTER. FRATIC OPENATURY. FRATIC OPENATURY. FRATIC OPENATURY. FRATIC OPENATURY. FRATIC OPENATURY. ACES-CORDACK WOLNER STILL INDICATED INCORRECTLY, THE COMPUTER WAS SUBSEQUENTLY REPLACED THE VENOR FOR A COMPLETE CHECKOTT. ACES-CORDACK WOLNER STILL INDICATED INCORRECTLY, THE COMPUTER WAS SUBSEQUENTLY REPLACED THE VENOR FOR A COMPLETE CHECKOTT. ACES-CORDACK WOLNER STILL INDICATED INCORRECTLY, THE COMPUTER RESULTED IN AN ERRONCO AND THE SERVO FEEDBACK WOLNER STILL INDICATED STATEM STATION 3 UNCOPERED. FROME A SHADOR FOR A COMPLETE CHECKOTT OF LOX SENSOR AND THE COMPUTER RESULTED IN AN ERRONCO AND THE STATION 6. THE SHADED OF THE ERRONCOUS UNCOVERED INDICATES OF LOX SENSOR 6. THE PUR STATEM ARE CONTACT. ED TO THE OPEN LIMIT WHERE IT REMAINED UNTIL THE MONOMFALE RESULT AT EISEN SECONDS. HI-MOME.	FAILURE MODE-ELECTRIC. COMTROL SYSITM, MIRE ZI TO IMPROPER SIZE UNI-R	AL OPEN, AGENA PAYLOMD 31D NOT RECI BISIAZE WAS OPEN TO PIN A, PLUG 30: INGS USED IN ASSEMBLY, THIS WAS A (IYE AN INITIATE SEPARA 03 IN GE DECODER. WIRE G MOD E GUIDANCE SYSTE	TICH SEQUE	NCE SIGN	1 P. P. P. P. P. P. P. P. P. P. P. P. P.	E. CAUSE DUE	
ATTICAL OPEN. THE SERVO-FEEDDACK VOLTAGE APPROACHED APPROXIMITELY 50 PERCENT OF MORNAL STARY THANSI ALY DECAYED TO ELAS VOC AT 17 SECONDS WHERE IT REMAINED STEADY. POST TEST INSPECTION REVEALED A BROTHE VALVE POSITION TRANSDUCER AND THE ACOUSTICA COMPUTES. ANTIC OPERATION. MATIC	2	AC-61-0K-J8/31-608-A8-01	CAPTINE	1F 611010	SYC 0	2 2	ACOUSTICA	
ATTIC OPERATION. THE VENOR FOR TOWNING TOWNING TOWNING THE TOWNING THE PU VALVE AGAIN DID NOT POSITIO AND THE SERVO TEDBACK VALIAGE STILL INDICATED INCORRECTLY. THE COMPUTER WAS SUBSEQUENTLY REPLACED THE VENOR FOR A COMPLETE CHECKOUT. ACSI-0784/PI-303-00-83 FLIGHT ACSI-0784/PI-303-00-83 FLIGHT ESE ETR YES ACSI-0784/PI-303-00-83 FLIGHT BACK AND THE COMPUTER RESULTED IN AN ERROWCO NAL AT STATION 8. THE SHORT OCCURRED 13 SECRODS AFTER STATION 9 UNCOPERED. PROPER ANALOG SIGNALS. BECAUSE OF THE ERROWCOUS UNCOPERED INDICAT: AN OF LOX SENSOR 8, THE PU SYSTEM RRECT THE LOX RICH ERROR WAS INCREASED WHEN THE ED TO THE OPEN LINIT WHERE IT REMAINED UNTIL THE HONOSTABLE RESET AT RIS. 8 SECRODS. H-MONE.	FAILUSE MOE-ELECTRIC ENT, AND 1-EN SLOMLY D REN LEAD DETMEEN THE V	AL OPEN. THE SERVO-FEEDDACK VOLTAGE HECAYED TO E.48 VDC AT 17 SECONDS W VALVE POSITION TRANSDUCER AND THE A	APPROACHED APPROXIMATERE IT REMAINED STEAD	TELY 50 PER 7. POST TES	CENT OF 1	NOI 1	L START TRANSI REVEALED A BRO	
ALTHE BREAK WAS CORRECTED AND ANOTHER FUNCTIONAL TEST PERFORMED. THE PU VALVE AGAIN DID NOT POSITION ON THE SERVO FEEDBACK VOLTACE STILL INDICATED INCORRECTLY. THE COMPUTER WAS SUBSEQUENTLY REPLACED THE VENOR ACCORDING TO A COMPUTER THE SUBSECTION OF THE STATES TO A COMPUTER RESULTED IN AN ERRONGO AND THE COMPUTER RESULTED IN AN ERRONGO AND THE COMPUTER RESULTED IN AN ERRONGO AND A STATION OF THE SHORT OCCURRED IS SECONDS AFTER STATION S UNCOVERED. PROPER AMALOS SIGNALS. BECAUSE OF THE ERRONGOUS UNCOVERED INDICATION OF LOX SENSOR OF THE PU SYSTEM SREET THE LOX SIGNALS. BECAUSE OF THE ERRONGOUS UNCOVERED INDICATION OF THE PUBLICATED AT STATION S. IN PACT. THE LOX SIGNALS. SECONDS. ONE. ONE.	SYSTEM EFFECT-ERRATEC	OPERATION.						
AESI-0788/PI-303-00-E3 FLIGHT ESE ETP YES FU CIRCUITRY FU CIRCUITRY AL AT STATION 6. THE SHORT OCCURRED 13 SECONDS AFTER STATION 9 UNCOVERED. PROPER ANALOS SIGNALS. DECAUSE OF THE ERROMEOUS UNCOVERED INDICATION OF LOX SENSOR 6, THE PU SYSTEM STEEL TO THE OPEN LIMIT WHERE IT REMAINED UNTIL THE HOMOSTABLE RESET AT 818.8 SECONDS. ONE. HI-NOME.	CORRECTIVE ACTION-THE N 11SELF PROPERLY AND AND RETURNED TO THE V	BREAK WAS CORRECTED AND ANOTHER F THE SERVO FEEDBACK VOLTAGE STILL I KENDOR FOR A COMPLETE CHECKOUT.	ACTIONAL TEST PERFORM DICATED INCORRECTLY.	ED. THE PU THE COMPUTE	VALVE AG IR HAS SU	AIN D BSEQU	ID NOT POSITIO ENTLY REPLACED	
ER RESULTED IN A X SENSOR 6, THE OR WAS INCREASED SECONDS.	ELECTRICAL-A/B	AE61-0798/P1-303-00-E3 PU CIRCUITRY	FLIGHT	£3E 61100£	£12 £0 6	ដូទ្ធ		41814
SYSTEM EFFECT-IMPROPER ANALOG SIGNALB. DECAUSE OF THE ERROHEOUS UNCOVERED IMPICATION OF LOW SENSOR 6, THE PU SYSTEM LASS UNABLE TO CORRECT THE LOX RICH ERROR WAS INCREASED WHEN THE PU VALVE WAS MOVED TO THE OPEN LINIT WHERE IT REMAINED UNTIL THE MONOSTABLE RESET AT \$18.8 SECONDS. VEHICLE EFFECT-NOWE. CORRECTIVE ACTION-NOME.	FAILURE MODE-SHORT (E US LOX SENSOR SIGNAL A	LECT). A SHORT IN THE CIRCUITRY BE IT STATION 6. THE SHORT OCCURRED 15	THEEN THE LOX BENSOR A BECOMES APECONE	ND THE COM	UTER RES	5	IN AN ERRONEO	
	SYSTEM EFFECT-IMPROPE MAS UNABLE TO CORRECT PU VALVE MAS MOVED TO	R ANALOG SIGNALS, BECAUSE OF THE E I THE LOX RICH EPROR INDICATED AT B THE OPEN LINIT WHERE IT REMAINED	RROMEGOUS UNCOVERED IND TATION S. IN PACT, THE UNTIL THE MONOSTABLE R	LOK RICH LEST AT BE	LOK SENS	8	THE PU SYSTEM EASED WHEN THE	
	VEHICLE EFFECT-NONE.							
	CORRECTIVE ACTION-HON							1
PA6E 0169							PAGE 0169	-

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GENERAL UTHANICS

3 V 3 T E X 3 T E X 3 T E X 3 T E X 3 T E X 3 T E X 3 T E X 3 T E X 5	TEST/REPORT NUMBER FAILED COMPONENT HAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DATE DIF	SITE INC DIF	F O	VENDOR NAME	
CLECTRICAL-A/B	A-BH-14-094F UMBILICAL PLUG ADAPTER	FAR	465	FORBES	<u> </u>	68AY-HULEGARD 562-700-803	*****
FAILURE MOE-ELECTRICAL	FAILURE MOE-ELECTRICAL SHORT, EJECTION SOLENOID NAS SHORTED.	á					
CORRECTIVE ACTION-RELIABILITY GENERATED ACTURING TECHNIQUES AND 60/C INSPECTION.	CORRECTIVE ACTION-RELIABILITY GENERATED RAR ASM-14-85D RECOMENDING BINELITY CONTROL INSTIGATE IMPROVED VENDOR MANUF CIURING TECHNIBLES AND GD/C INSPECTION.	MENDING BUALITY CO	MTROL INSTE	CATE IM	PROVE	D VENDOR MANUF	
ELECTRICAL-A/B POWER DISTRIBUTION	98-14 063F HARRES	FAR 27-61874-801	610815	ETA	Y C	YES 60/C NO	464306
FAILURE WODE-ELECIRICAL R OF BOOSTER ENGINE VI.	FAILURE MODE-ELECTRICAL CPEN CIRCUIT FRON A BROKEN MARNESS WIRE COMMECTION TO PLUG SOSUIS P605 CAUSING YAM MARD OVE Of BOOSTER ENGINE VI.	WIRE COMMECTION TO	PLUE 303U18	- P4605 C.	A US I M	G TAW HARD OVE	
CORRECTIVE ACTION-GENERA	CORRECTIVE ACTION-GENERATION OF RAR BG-14-643 RECOMENDING IMPROVED 60/C L . ITY CONTROL OF HARNESS POTTING TECHNIS	IMPROVED 60/C to 1	TY CONTROL	OF HARM	883	OTTIME TECHNIA	
ELECTRICAL-4/B POWER DISTRIBUTION	A-88-20-102-F LOE PROBE	FAR 27-04240-813	610912 3	SYCAMORE YES	£ 5		88£700
FAILURE MODE-OPEM (ELECTION LA UNDETERMINED.	(ELECT). UNIT UMS REJECTED BECAUSE THE TOPPING LOA ELEMENT WAS OPEN-CIRCUITED. CAUSE OF BREAKAGE	PPING LOA ELENENT N	AS OPEN-CIR	CUITED.	5 5	E OF BREAKAGE	
CORRECTIVE ACTION-PRIOR	CORRECTIVE ACTION-PRIOR CORRECTIVE ACTION RUGGEDIZED THIS UNIT. NO FURTHER FAILURES SINCE HID 1962. NO FURTHER ACTI N REGUIRED.	nit. No further fai	LURES SINCE	01H		O FUNTHER ACTE	
ELECTRICAL-A/B POWER DISTRIBUTION	A-8F-80-084 LOE LEVEL SENSOR ASBY.	FAR 87-04840-813	, 11 6 010	MARK	ដូខ		011660
FAILURE MODE-OPEN (ELECT	(ELECT). UNIT WAS REJECTED DURING MISSILE CHECKOUT.	CHECKOUT.					
CORRECTIVE SCTION-NOME.	-NOME, FAILURE WAS NOT CONFIRMED.		-			•	
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15 JUN 1986

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8731EN 546-573TEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE SITE	0 P E	VENDOR HAME	
ELECTRICAL-A/B	AEGI-0795/LI-4GI-GG-106 POHER CHANGEOVER-BUITCH	rusar	1080	30	NO KINETICA NO	5	01110
FAILURE MODE-FAILURE DUR THE PUR CHANGEOVER SW TO OF THE SW MAS INITIATED S	FAILUME MODE-FAILUME DURING OPERATION AT D.E.83 SECONDS. ALL AC MND DC POMER MAS LOST AT THE VEHICLE DUE TO CYCLIMG THE PUR CHANGEOVER SM TO GROUND, SINCE THE FOMER WHOILICAL HAD DISCONNECTED NO GROUND POMER WAS AVAILABLE. CYCLING F THE SM WAS INITIATED BY THE LAUMCH CONFROL LOGIC AFTER IMPROPER UMBILICAL EJECT SEQUENCE.	L AC IND DC POMER IN HAD DISCONNECTED NO PROPER UMBILICAL EJ	AS LOST AT GROUND PC ECT SEQUEN	THE VEHI MER WAS A	CLE DUE TO	CYCLING CYCLING	
BYSIEM EFFECT-OPERATION WINICLE EFFECT-PREMATURE	BYSIEM EFFECT-OPERATION STOPS PREMATURELY. ALL POWER MAS LOST TO ALL VEHICLE SYSTEMS. WINICLE EFFECT-PREMATURE PROPULSION SHUTDOMM, UNE OF THE MORE SIGNIF CANT EFFECTS OF THE LOSS OF POWER WAS THE SHUT	ST TO ALL VEHICLE S RE SIGHIF CANT EFFE	YSTEMS. CTS OF THE	1089 OF	POLER HAS	THE SHUT	
DOM OF THE PROPULSION 3Y SILK DESTRUCT.	DOWN OF THE PROPULSION SYSTEM AFTER IN INCHES OF VEHICLE RISE CAUSING THE YEHICLE TO FALL BACK INTO THE LAUNCHER AND SILK DESIRUCT.	E CAUSING THE VEHIC	LE TO FALL	BACK INT	O THE LAU	KCHER AND	
CORRECTIVE ACTION-(1) CO TION IN LOGIC UNTIL MISSI E BEEN EJECTED, (4) PROCE	(1) COMMIT SEQUENCE LOCK-IP IN LOGIC AFTER RELEASE VEHICLE BIGHAL! (E) PREVENT COMMIT BTOP GENERA MISSILE AMAY IS RECEIVED (OR AUTOMATIC ABORT). (3) PREVENT MISSILE AMAY UNTIL ALL UMBILICALS HAN PROCEDURIL CHANGES TO UMBILICAL INSTALLATION.	R RELEASE VEHICLE S BORT). (3) PREVENT TICM.	IGNAL: (E) MISSILE AN	PREVENT MY UNTIL	COMMIT BY	OF GENERA ICALS HAV	
ELECTRICAL-A/B POWER DISTRIBUTION	98-14-007F HARNESS	FAR E7-61620-839	30E 610824	ETR	YES 60/C		06130
FAILURE MODE-ELECTRICAL - PIN 34. CORPECTIVE ACTION-RELIAB THEIR CONSTRUCTION AND IS	RICAL OPEN CIRCUIT OCCURRED IN WIRE ZEASOARR BETWEEN PLUG SORUAPSOS PIN SMALL (B) AND PLUG SORJIS. RELIABILITY RAR 98-14-644 MAS GENERATED REQUESTING 30/C NANUFACTURING AND QUALITY CONTROL INPROVE	AZR BETWEEN PLUG 30 EQUESTING 30/C MANU	EUMPSOS PI	AND GUALS	IB) AND PLI	JE SOEJS	
ELECTRICAL-A/D PCAER DISTRIBUTION	98-14-088F HARNESS	FAR E7-61683-937	23E 610824	£13	7E\$ 60/C		994307
FAILURE MODE-ELECTRICAL OPEN CIRCUIT VE ACTION-RELIABILITY RAR \$3-14-644 M NATRUCTION AND INSPECTION PROCEDURES.	RICAL OPEN CIRCUIT OCCURRED IN WIRE ZNETSAZO BETNEEN PLUG 303UZIPI-Z AND PLUG 600.112-39. It rar su-11-444 mas generated reguesting GO/C manufacturing and quality control infrove Ection procedures.	AEG BETHEEN PLUG 30 60/C MANUFACTURING	AND GUAL!	NO PLUE O	OGJIE-SB.	CORRECT! THEIR CO	
CORRECTIVE ACTION-RELIAB	CORRECTIVE ACTION-RELIABIL TY RAR 88-14-844 MAS GENERATED REQUESTING 60/C MAMUFACTURING AND QUALITY CONTROL IMPROVE Their construction and insiective procedumes.	EAUESTING 60/C MANU	FACTURI 146	AND BUAL!	TY CONTROL	. IMPROVE	
ELECTRICAL-A/B POMER DISTRIBUTION	DASOS Harmess	COMPOST TE-PRD/DPL	1010	7	# Q		•
FAILURE MODE-OUT OF SPECI EALED A CROSS COMMECT.	F PPECIFICATION. THE EMSINE TAKE DID NOT VENT UNTIL COMMIT STOP PLUS 142 SECONDS. INSPECTION REV CT.	VENT UNTIL COMMIT	870° P.US	14E BECON	D3. INSPEC	CTION REV	
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GENERAL DYNAMICS CONVAIR DIVISION

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AMTOTA AMTOTA	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	\$17E 71ME DIF	# 0 I I	VENDOR NAME VENDOR PART NO	
SYSTEM EFFECT-OPERATE	ERATION STARTS TOO LATE.	skeija pirki elikunasa krimpa perritira karjaminin jamadan jerika minimakan.					
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-REMOVE	NOVE CROSS COMMECT.						
FLECTRICAL-A/B	98-14-078 HARNESS	FAR 87-61759-617	660 610817	ETR	YE\$ 60/C		967338
FAILURE MODE-ELECTRIC CORRECTIVE ACTION-REI ERSONNEL.	FAILURE MODE-ELECTRICAL OPEN FROM INCORRECT USE OF WIRE STRIPPING TOOLS RESULTING IN DAMAGED WIRING. Corrective action-reinspection of Applicable Missiles for Discrepancy, retraining of Manufacturing and inspection Rsonnel.	STRIPPING TOOLS RESUL. OR DISCREPANCY, RETRAI	TING IN DAI	MAGED WIR	ING. HE AND INSPE	CT104 P	
ELECTRICAL-A/B POWER DISTRIBUTION	98-14-079 HARHESS	FAR 27-61829-402	26E 610816	ETR	YES 60/C HO		684334
ELECTRICAL-A'B	98-14-078 HARKS8	FAR 27-40559	25E	ETR	YES 60/C		884333
FAILURE MODE-ELECTRIC CORRECTIVE ACTION-REI	FAILURE MODE-ELECTRICAL OPEN-INCORRECT USE OF MIRE STRIPPING TOOLS RESULTING IN DAMAGED MIRING. Corrective action-reimspection of Applicable Missiles For Discrepancy, retraining of Manufacturing and inspection	FINE TOOLS RESULTING BEDISCREPANCY, RETRAI	IN DAMAGED	VIRING. WFACTURII	WG AND INSPE	4 8	
FAILURE MODE-ELECTRIC	CTRICAL OPEN-INCORRECT USE OF WIRE STRIPPING TOOLS RESULTING IN DAMAGED WIRING.	PING TOOLS RESULTING	IN DAMAGED	VIRING.			
CORRECTIVE ACTION-REINSPECTION OF ERSONNEL.	NSPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF MANUFACTURING AND INSPECTION	M DISCREPANCY. RETRAI	HING OF HAI	#UFACTURI!	WE AND INSPE	CTION P	
ELECTRICAL-A/B MOMER DISTRIBUTION	AE61-0275/FC-4CO-01-116 COMMECTOR-ELECTRICAL	COMPOSITE-FACTORY	1160		YE\$		
FAILURE HODE-ELECTRIC. BY THE TELEMETRY PACK	FAILURE MODE-ELECTRICAL OPEM. THE ENGINE CUTOFF BIGNALS FROM THE PLIGHT PROGRAMMER TO THE TLM PKG MERE NOT RECEIVED BY THE TELEMETRY PACKAGE, PLUG 14 MAS FOUND TO HAVE BEEN DISCONNECTED DURING THE COMPOSITE TEST.	FROM THE PLIGHT PROGR	NHER TO THE	K TLH PK!	S MERE NOT R	CCE 1 VED	
SYSTEM CPFECT-HOME.			•				
VEHICLE EFFECT-COMPOS.	WENICLE EFFECT-COMPOSITE RESCHEDULED. COMPOSITE RE-RUM RESUIRED.	Cauined.					
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\$7.57EM \$08-\$7.5TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DATE DATE DATE DATE DATE DATE DA	PRI VENDOR NAME	
CORRECTIVE ACTION-RECO	-RECONNECTED PLUG.				100702
ELECTRICAL-#/8 POWER DISTRIBUTION	98-14-079 Harness	FAR E7-61874-801	21E ETR 6107E7	YE& 40/C NO	•••
FAILURE MODE-ELECTRICA	FAILURE MODE-ELECTRICAL OPEN-IMPROPER CRIMPI'NG AND LOCATION OF	N OF BOLDERLESS SPLICES.	CEB.		
CORRECTIVE ACTION-REINSPECTION OF ERSONNEL.	ISPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF	DISCREPANCY. RETRAIN		MANUFACTURING AND INSPECTION P	
ELECTRICAL-4/D POMER DISTRIBUTION	98-14-079 HARNESS	FAR 27-61759-817	880 ETR 610724	YES 60/C NO	• • • • • • • • • • • • • • • • • • • •
FAILURE MOE-ELECTRICA	FAILURE HODE-ELECTRICAL OFEN-INFROPER MARNEES ROUTING RESULTING IN OVERSTRESSED MECHANICAL FAILURE.	LTING IN OVERBTRESS	ED MECHANICAL FAI	LURE.	
CORRECTIVE ACTION-REIN	-REIMSPECTION OF APPLICUBLE MISSILES FOR DISCREPANCY. RETRAINING	DISCREPANCY. RETRAIL	8	MAMUFACTURING AND INSPECTION P	
ELECTRICAL-A/B POWER DISTNIBUTION	A-9K-2D-070F LOE 3ENSOR	FAR 27-04240-613	29E FAIRCHIL 610724 D	IL YES NO	983080
FAILURE HODE-OPEN, ELE OF TOPPING HIGH TRANSD	1, ELECTRICAL. FAILURE 1468 CONFIRMED BUT NO CAUSE DETERMINED. FAILURE 1465 ELECT. OPEN ON BOTH SIDES Ramsducer.	O CAUSE DETERNINED.	FAILURE WAS ELEC	T. OPEN ON BOTH SIDES	
CORRECTIVE ACTION-CORR	I-CORRECTIVE ACTION FROM PREVIOUS FAILURES HAS INITIATED REDESION FOR RUGGEDIZING THE PROBE.	HAS INITIATED REDE	BICH FOR RUCCEDIZ	HIS THE PROBE.	
ELECTRICAL-A/B POWER DISTRIBUTION	96-14-076 HARNEUS	FAR R7-610R3-931	EIE ETA SIOTEI	TES 60/C NO	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-ELECTRICA	FAILURE MODE-ELECTRICAL OPEN-IMPROPER HARMESS ROUTIMS RESULTIMS IN OMERSTRESSED MECHANICAL FAILURE.	LTING IN OVERSTRESS	ED MECHANICAL FAI	LURE.	
CORRECTIVE ACTION-REIN ERSONNEL.	-REINSPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF MANUFACTURING AND INSPECTION P	DIBCREPANCY. RETRAI	HING OF MANUFACTI	MING AND INSPECTION P	
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			the state being a same such man management and town	H	happing the section of		
L	Marses Marses ons	TEST/FEPORT NUMBER FALLED COMPONENT NAME	DIF DATA COURCE	VEHICLE DATE DIF	\$11E PR!	PRI VENDOR NAME OTH VENDOR PART NO	
	ELECTRICAL-A/0 POMER DISTRIBUTION	AA61-00907PE-4MO-02-111 ELECTRICAL MAPMEST-COMMESTOR	CCHPOST TC-FR0/0PL	1110 610719	E18 -79	YEB NO	0.5240
	FAILURE MODE-CONTANINATI	FAILURE MODE-CONTAMINATION. PROBLEM WAS TRACED TO MOISTURE IN THE PLUG ON THE CABLE BETWEEN PU CANISTER AND LOR MAN METER.	IN THE PLUG ON THE	CABLE BETW	EEN PU C	AHISTER AND LOP MAIN	
	SYSTEM EFFECT-IMPROMER AS 7 YOLTS.	SYSTEM EFFECT-IMPROPER ANALOG SIGNALS. PU WAS REPORTED NO 60 BECAUSE ERROR DEMODULATOR OUTPUT WAS TOO POSITIVE, PLU , 7 VOLTS.	O BECAUNE ERROR DEM	COULATON O	UTPUT NA	1 TOO POATTIVE, PLU	
	VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED. PROBABLE HOLD INFERRED FROM INSUFFICIENT INFO.	OH INSUFFICIENT INF	ò			
	CORRECTIVE ACTION-UNKNOWN.	.		-			
	ELECTRICAL -4/B POWER DISTRIBUTION	AE81-0244/LE-404-00-97 Harres	FLIGHT	970 610712	N 0:	YES NO	*****
	FAILURE MODE-SHORT (ELEC	FAILURE MODE-SHORT (ELECTRICAL) AN A.C. SHORT OCCURRED IN PHASE D AND/OR C. SUSPECTED LOCATION OF THIS SHORT IS THE 6.E. GUIDANCE PULSE BEACON OR ITS HARNESS. DURATION OF THE SHORT MAS D.E SECONDS.	HASE D AND/OR C. SL SHORT MAS D.2 SECON	ISPECTED LO	CA110H 0	F THIS SHORT IS THE	
	SYSTEM EFFECT-OPERATION POST FLIGHT TESTS INDIC	SYSTEM EFFECT-OPERATION TOO LOM. MEASURED PHASE A VOLTAGE DROPPED TO 107.8 VAC AND THE PROGRAMMER RECYCLED TO BECO. POST FLIGHT TESTS INDICATED THAT THE ACTUAL FHASE A VOLTAGE WAS 85 VOLTS OR BELCM.	ROPPED TO 107.8 VAC.	LOW,	Rogramme	R RECYCLED TO BECO.	
···	VEHICLE EFFECT-NONE.						
	CORRECTIVE ACTION-NONE.		en la proprie de la companya de la c	and the second s			
	ELECTRICAL-A/B POMER DISTRIBUTION	AE61-0244/LE-404-00-97 CONNECTOR	FLIGHT	970 610712	£ ¢	YES	497R63
	FAILURE MODE-OPEN (ELECT OST PROBABLE) OR A MORY E I CONNECTORS SUSPICIED.	FAILURE MOE-OPEN (ELECT), OPEN IN THE CIRCUITRY BETWEEN THE PUEL MANOMETER AND THE BRIDGE ERRCA DETECTOR CUTPUT (N 1817 PROBABLE) OR A SHORT BETWEEN THE LOX MANGRETER AND THE BRIDGE ERROR DETECTOR. DURATION AS TO 38 SECONDS, BINC TYP (T CONNECTORS SUSPICIED.	E FUEL MANOMETER AN RIDGE ERROR DETECTO	D THE BRID	IGE ERRCR	DETECTOR GUTPUT (M	
	SYSTEM EFFECT-IMPROPER A THE LOX RICH LIMITIPLUS NORMAL INDICATION AT 30	SYSTEM EFFECT-IMPROPER ANALOG SIGNAL, THE ERROR DEMONILATOR OUTPUT SIGNAL MENT FROM A FUEL RICH ERROR INDICATION TO THE LOX RICH LIMITALUS S VOLTS) AT 43 BECONDS AND BECAME VERY NOISY. THE PU VALVE RESPONDED CORRECTLY. RETURNED TO MORMAL INDICATION AT 58 SECONDS.	COUPUT SIGNAL VENT	FRON A FU	CL RICH ER	MENT FROM A FUEL RICH ERROR INDICATION TO PU VALVE RESPONDED CORRECTLY. RETURNED TO	SC years of distinguished as a scale of the
•	VEHICLE EFFECT-NONE.			L.			
	CORRECTIVE ACTION-SPECIA	CORRECTIVE ACTION-SPECIAL CARE WILL BE GIVEN TO THE INSPECTION AND CHECKCUT OF ALL CABLES AND CONNECTORS TO ENSURE OLID CCHTACT.	ION AND CHECKCUT OF	ALL CABLE	S AND CO	MECTORS TO ENSURE	
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15 JUN 1966

	DIFFICULTIES REVIEW-EL	DIFFICULTIES REVIEW-ELECTHICAL SYSTEM-AIRDORNE	ORNE			
3737EM 310-3737EM	TEBT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE. PART NUMBER	VEHICLE BATE BIF TIP	BINE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	98-14-078 Harness	FAR R7-12261-005	22E 616		YES 60/C	15
FAILURE MODE-ELECTRIC	FAILURE MODE-ELECTRICAL OPEN. FROM INCORRECT UNE OF WIRE STRIPPING TOOLS RESULTING IN DANAGED MIRING.	STRIPPING TOOLS RESU	LTING IN DANAG	EO MIRING		
CORECTIVE ACTION-REII	ACTION-REINSPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF MANUFACTURING AND INSPECTION	DISCREPANCY. RETRAI	NING OF MANUFA	CTURING AL	O INSPECTION P	
ELECTRICAL-A/B POMER DISTRIBUTION	M1-90-20-060F MANDREL	FAR 27-43016-19	970 MA 610E.8	YES	3/ 0 9	985440
FAILURE MODE SHORT (ELECT). LOX PRESSURE. FAILURE MAS VERIFIED. OF THE MANDREL.	MANOMETER GAVE A PUNCTURE, OF	EVIDENCE OF A SHORT WHEN THE MISSILE LOX TANF WAS FULL AND AT FLIGH SMALL DIAMETER, THROUGH THE DIELECTRIC COMTING EXISTED MEAR THE TOP	1881LE LOX TAN ELECTRIC CONTI	F WAS FULL	. AND AT FLIGHT	
CORRECTIVE ACTION-NOT RNDMM.	RNDM4.					
ELECTRICAL-A/B	98-14-079 MARNESS	FAR E7-61824-619	17E ETR 610615	YES	3/05	994339
FAILURE MODE-ELECTRIC	FAILURE MODE-ELECTRICAL OPEN-IMPROPER CRIMPING AND LOCATION OF BOLDERLESS SPLICES.	ON OF BOLDERLESS SPL	ICES.			
CORFECTIVE ACTION-REII	CORRECTIVE ACTION-REINSPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF RECORDER.	DISCREPANCY. RETRAI		CTURING AI	MANUFACTURING AND INSPECTION P	
ELECIFICAL-A/B	AA61-0073/P1-501-00-17 HARKESS	COUNTDOM	17E 11 610614 -7200	768	5/05	931.60
FAILURE MODE-SHORT (EL	IT (ELECTA) RSC ARMED CONDITION WAS NOT OBSERVED ON THE PANEL WHEN SAFE-ARM SMITCH WAS SWITCHED TO RETAINED TO A SHORT OF A MISSILE MARNESS WIRE TO THE BI POO DOG-HOUSE FAIRIMA.	BSERVED ON THE PANEL HIBBILE HARNESS WIRE	WHEN SAFE-ARN TO THE BI POO	3M1 TCH M DO6-HOUSE	IS SWITCHED TO	
SYSTEM EFFECT-IMPROPE MCORRECT.	STSTEM EFFECT-IMPROPER DISCRETE BIGNAL. INDICATION AB TO ARM OR BAPE CONDITION OF RSC TO THE BLOCKHOUSE PANIL MAB I CORRECT.	ARH OR BAPE CONDITIO	N OF RSK TO TH	C BLOCKHO	JSE PAMIL WAS I	
VEHICLE EFFECT-COUNTDO	VEHICLE EFFECT-COUNTDOMN DELAYED 220 MINUTES.					
CORRECTIVE ACTION-HARI	-MARNESS REPAIRED TO ELIMINATE SHORT.					
						
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	THE TRANSPORT OF THE PROPERTY	CIRICAL STRICTS ATTROCATE	7 M.F.					
87.51E.M 5UB-57.51EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF		i i	SITE PER VENDOR NAME	£	
ELECTRICAL-A/B POMER DISTRIBUTION	98-14-079 HARNESS	FAR 27-81890-831	1110	8 L J	F 5	TES 60/C NO		001334
1LURE MODE-ELECTRICAL	FAILURE MODE-ELECTRICAL OPEN-IMPROPER CRIMPING AND LOCATION OF SOLDERLESS SPLICES.	N OF SOLDERLESS SPLI			3		3	
CONTECTIVE ACTION-REINS EMSONNEL, ELECTRICAL-A/B POWER DISTRIBUTION	DA199/LE-4MO-DE-97 COMPOSITE-FRD/DPL 87D PALCI-E YES 60/C HARNESS NO	COMPOSITE-FRD/DPL	970 810807	PALC1-E	i g	YES 60/C NO		86786
ILURE MODE-SHORT (ELEC	FAILURE HODE-SHORT(ELECT.). PITCH RATE GYRO BIGNAL MIRE SHORTED TO THE VS YAW ENGINE POSITION SIGNAL WIRE.	ORTED TO THE V1 YAM	ENGINE POR	11 10H SI	SHAL PLS.	VIRE.		
VEHICLE EFFECT-NOWE								
CORRECTIVE ACTION-REPAI	I-REPAIRED SHORT.				1			
ELECTRICAL-A/B	98-14-079 Harmess	FAR 27-17231-805	17E 610606	ETA	\$ £	0/05 67/4 NO	 	084341
FAILURE MODE-ELECTRICAL	TRICAL OPEN, INFROPER CRIMPING AND LOCATION OF BOLDERLESS BPLICES.	ON OF BOLDERLEBS SPI.	1068.					
CORRECTIVE ACTION-REINS ERSONWEL.	-REINSPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF NANUFACTURING AND INSPECTION P	DISCREPANCY, RETRAIN	THE OF HAI	WFACTURE	¥ ¥	D INSPECTIO		
ELECTRICAL-A/B POWER DISTRIBUTION	98-14-079 Harness	FAR 27-61872-803	168010	FACTORY	5 S	YES 60/C NO		004344
FAILURE MODE-ELECTRICAL	TRICAL OPEN-POOR SOLDER TECHNIQUES.							
CORRECTIVE ACTION-REINS	CORRECTIVE ACTION-REINSPECTION OF APPLICABLE MISSILES FOR THE DISCREPANCY. RETRAINING OF MANUFACTURING AND INSPECTI N PERSONNEL,	THE DISCREPANCY. RET	RAINING OF	, MANUFAC	T. W.	4 AND 1113PE	11.5	
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GENERAL MAHICS CONVAIR DIVISION

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	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME OFF	OTH VENDOR PART NO	
ELECTRICAL-A/B FOMER DISTRIBUTION	90-14-088 CHANGEOVER BWITCH	FAR E7-06177-1	010530	Z 2	NO KINETICS	\$0
FAILURE MODE-FAILED DUR!	FAILURE MODE-FAILED DURING CHERATION FROM WIRING ERRORS EXTERNAL TO THE SUBJECT SWITCH. Corrective action-nome. This Failure has secondary.	XTERNAL TO THE BUBJEC	T \$MITCH.			
ELECTRICAL-A/B POLER DISTRIBUTION	98-14-078 HARNESS	FAR 27-61626-805	17E 610529	ETR	YES 60/C	***************************************
FAILURE MODE-ELECTRICAL	IICAL OPEN RESULTING FROM POOR BOLDER TECHNIQUES.	ECHNIQUES.				
CORPECTIVE ACTION-HEINSF ERSONNEL.	CORPECTIVE ACTION-HEIMSPECTION OF APPLICABLE MISSILES FOR DISCREPANCY. RETRAINING OF MANUFACTURING AND IMSPECTION REGOMEL.	DISCREPANCY. RETRAIN	ING OF HA	HUFACTURI	NG AND INSPECTION P	
ELECTRICAL-A/B POWER DISTRIBUTION	AE61-0241/PS-502-00-18 Harness	Rian	16E 610526	53	YES NO	:
FAILURE MOE-SHORT (ELEC 6 SIGHAL, A RETROROCKET (POSSIBLE THAT SHORT RESS E.	(ELECT). A SHORT OCCURRED IN THE RETROROCKET CIRCUITRY AT SOME TIME PRIOR TO RECEIVING THE FIRIN. THET COVER OF THE TYPE USED ON 18E WAS FOLND IN THE COMPLEX 13 WATER PIT & DAYS AFTER THE FLIGHT. I RESULTED FROM AERODYNAMIC HEATING AS A RESULT OF COVER MISSING. COVER MAY NOT HAVE BEEN FROM 18	ROCKET CIRCUITRY AT 3 FOUND IN THE COMPLEX A REBULT OF COVER MIS	ONE TINE I 13 MATER I	RIOR TO	RECEIVING THE FIRIN S AFTER THE FLIGHT. ST MANE BEEN FROM 18	
VEHICLE EFFECT-NOWE, FAILL CORRECTIVE ACTION-UNKNOWN.	C. FAILURE OF RETROROCRETS TO FIRE HAD NO ADVERSE EFFECT ON MISSION ACCOMPLISHMENT. UNKNOWN.	NO ADVERSE EFFECT ON	HISSION A	COMPL 184	HENT.	
ELECTRICAL-A/B POWER DISTRIBUTION	98-14-070 Hanness	FAR R7-18255-1	176	£13	YES 60/C HO	*****
FAILURE MODE-ELECTRICAL	IICAL OPEM. POOR SOLDER TECHNIQUES.					
CORRECTIVE ACTION-REINSF ON PERSONNEL,	EINBPECTION OF APPLICABLE MISSILES FOR THE DISCREPANCY. RETRAINING OF MANUFACTURING AND INSPECTI	THE DISCREPANCY. RET	AAINING OF	* MAHUPAC	TURING AND INSPECTE	
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SENERAL WINNICS CONVAIR DIVISION

TAILUME HODE-ELECTRICAL OPEN-POOR MADER TECHNIQUES. FAILUME HODE-ELECTRICAL OPEN-POOR MADER TECHNIQUES. THIS FAILUME HODE IS APPLICABLE TO ONE ADDITIONAL PART HOM DECIDE OF FAILUME HODE IS APPLICABLE TO ONE ADDITIONAL PART HOM DECIDE OF FAILUME HODE IS APPLICABLE TO ONE ADDITIONAL PART HOM DECIDION WERSONEL. FAILUME WODE-ELECTRICAL OPEN-POOR MADERITAR TECHNIQUES. THIS FAILUME HODE IS APPLICABLE TO ONE ADDITIONAL PART HOM DECIDION OF HAMBERTION OF HAMBERS OF HAMBERS OF HAMBERS OF HAMBERS OF HER MADERS WHICH MOUND CAMPET. CORRECTIVE ACTION-MODIFICATION OF THIS MANMESS TO OMERION OF HAMBERS ON OME TO AND THE PART HAMBERS OF THIS PART. HE COMMISSION OF HIS MADERS WHICH MODER WOOR SOURCE COMMISSION OF HIS MADERS WHICH MODER HAMBERS ON OME TO AND THIS PART. HE PART HAMBERS ON OME TO ANALYSIS OF THIS PART. HE PAGES THIS PART OF HIS MADERS WHICH OF HIS MADERS WHICH OF HIS MADERS WHICH OF HIS PART. HE WASTERN OF THIS PART. HE WASTERN OF THE WASTERN O	DIF DATA BOURCE VEHICLE SITE PART NUMBER DATE DIF TIME DIF	DIF OTH VENDOR PAPT NO	Q
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FAILURE MODE-ELECTRICAL OPEN. POOR BOLDERING TECHNIQUES. THIS FAILURE MODE BER ON FAR 98-14-079. CORRECTIVE ACTION-REINSPECTION OF AMPLICABLE MISSILES FOR THE DISCREPANCY. M. PERSONNEL. ELECTRICAL-A/B POWER DISTRIBUTION CORRECTIVE ACTION-WODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE ACTION-WODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE ACTION-WODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE ACTION-WODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE ACTION-MODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE ACTION-MODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE ACTION-MODIFICATION OF THIS HARNESS TO PROVIDE PLUGS WITH SAFETY CORRECTIVE AND POSITIONING OF THE GUIDANCE PLATFORM. CORRECTIVE AND POSITIONING OF THE GUIDANCE PLATFORM. CORRECTIVE AND POSITIONING OF THE GUIDANCE PLATFORM.	17E EIR 2-637 610523	YES 60/C NO	**************************************
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TION -STRUCTURAL -STRUCTURAL TION EPANCY, RETAINING OF MANUF	ACTURING AND INSPECTI	0	
UCTURAL CTRICAL HING OF H-GCLIAE FOLECABL	810509 ETR	YES 40/C HO	094347
N-MODIFI CTRICAL MING OF W-GCLIAF POLICABL	A MARNEBS CORRECTOR MOUNTING CLANF.	÷	
CTRICAL NING OF HERCASIA HERCASIA	H BAFETY WIRE HOLES WHICH	SHOULD ALLEVIATE THE	U
	610508 ETR 0-631	YES 60/C HO	*****
COMRECTIVE ACTION-OFLIABILITY (MAR-90-LA-691) FEGINGSTING FOSTITY GUNLITY C MPECTION OF ALL A-PLICABLE MISSILES FOR THIS WERKNISS.	OR SOLDER COMMECTION CAUSE	THE PAILURE IN THE C	
	WLITY CONTROL OF THE BOLD	ERZHG OF THIS PART, A	=

15 JUN 1988

GENERAL ... MANICE CONVAIR DIVISION

	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	ECTRICAL SYSTEM-AIRBO	X XX			
SYSTEM \$UG-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E P	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B POMER DISTRIBUTION	9K-14-DFL CHANGEOVER BWITCH	FAR E7-06177-1	\$10503	FAIRCHIL Y	YES KINETICS NO	•
FAILURE MODE-FAILURE DU	LURE DURING OPERATION OCCURRED WHEN SWITCH FAILED TO COMPLETE THE TRANSFER.	CH FAILED TO COMPLETE	THE TRANS!	بر د د		
CORRECTIVE ACTION-ECP S AT WILL PREVENT 25 AMPER	CORRECTIVE ACTION-ECP SUBMITTAL REQUESTING DASH NUMBER CHANGE OF AT WILL PREVENT 25 AMPERE CONTACTS FROM SHARING HIGH CURRENT LOAD.	ANGE OF SWITCH TO IMENITY LOAD.	LUDE CHAN	ES IN SUIT	SHITCH TO INCLUDE CHANGES IN SWITCHING SEQUENCE TH	
ELECTRICAL-A/B POWER DISTRIBUTION	9K-14-085 UMBILICAL RECEPTACLE	FAR 27-36171-807	\$1042£	FAIRCHIL Y	YES GRAY-HULEGUARD NO	*****
FAILURE MODE-ELECYRICAL	FAILURE MODE-ELECTRICAL OPEN. POOR SOLDERING OF WIRE TO RECEPTACLE PIN, MAKING INTERMITTENT COMMECTION.	NECEPTACLE PIN, MAKIN	. INTERMIT	ENT COMEC		
CORRECTIVE ACTION-UPDAT	CORRECTIVE ACTION-UPDATING OF APPLICABLE E D S AND DRAWINGS TO INCLUDE IMPROYED SOLDERING TECHNIQUES.	WES TO INCLUDE IMPROVI	ED SOLDERIN	IG TECHNIBU	· •	-
ELECTRICAL-A/B POWER DISTRIBUTION	AAGI-0039/P4-4CO-01-100 AIRBORNE BATTERY HARNESS, RANGE FETY	COMPOSTIE-J FACT	1000 610418	* Z	YES HO	
FAILURE MODE-ELECTRICAL OPEN. NEGAT N LOST WHEN UMBILICALS DISCOMMECTED.	FAILURE MODE-ELECTRICAL OPEN. NEGATIVE LEADS FROM RSC RECEIVERS TO BATTERIES WERE NOT INSTALLED. POWER TO RSC SYSTE 4 Lost when umbilicals discommected.	CEIVERS TO BATTERIES 1	ERE NOT 11	ISTALLED. P	DAER TO RIC SYST	
SYSTEM EFFECT-OPERATION	SYSTEM EFFECT-OPERATION DOES NOT START. RSC SYSTEM DID NOT OPERATE BECAUSE OF LACK OF POMER.	OT OPERATE BECAUSE OF	LACK OF P	HER.		
VEHICLE EFFECT-COMMANDS IVE.	VENICLE EFFECT-COMMANDS NOT RECEIVED. TEST COMMANDS TO RANGE BAFETY BYSTEM NOT RECEIVED BECAUSE SYSTEM WAS INDPERAT VE.	INGE BAFETY BYSTEM HO	F RECEIVED	BECAUSE SY	STEN MAS INCPERA	
CORRECTIVE ACTION-CABLE	CORRECTIVE ACTION-CABLES INSTALLED AFTER TEST.					
ELECTRICAL-A/B POWER DISTRIBUTION	AEG1-0230/P3-501-00-16 Harness	7LIGHT	10E 6103E6	1.8 Y Z	YE3 NO	1
FAILURE MODE-OUT OF SPE NT OF ATTACHIENT TO A FI	OF SPECIFICATION-ELECTRICAL COMMECTORS IN THE VERNIER CONTROL CIRCUITRY WENE TRANSPOSED AT THE POS TO A FILTER UNIT WHICH WAS INCORPORATED AFTER THE WIRING HARNESSES HAD SEEM INSTALLED.	IN THE VERNIER CONTROL NETER THE WIRING HARM	CIRCUITA	. WENE TRAN SEEN INSTAL	SPOSED AT THE POLED.	
STEEFECT-IMPROPER SOLEMOID TO RECEIVE THE CEIVE THE PRESSURIZATION	BYSTEM EFFECT-IMPROPER DISCRETE BIGMALS-TRANSPOSITION OF THE CONNECTORS CAUSED THE VERNIER SOLO TAME PRESSURIZATION SOLEMDIZATION SOLEMDIZATION SOLEMDIZATION SOLEMDIZATION SOLEMDIZATION SOLEMDIZATION SIGNAL AT B.7 SECONDS AFTER LIFTOFF AND THE VERNIER CONTROL SOLEMDID TO RE	THE COMPECTORS CAUSES	THE VERHI	ER SOLO TA INIER CONTR	NR PRESSURIZATION OL SOLENDID TO RE	
VEHICLE EFFECT-IMPROPER THROUGH THE BLEED PORTS NITCIPATED TRAJECTORY MA	VEHICLE EFFECT-IMPROVER TRAJECTORY-EARLY PRESSURIZATION PERHITTED HELIUM CONTROL BOTTLE PRESSURE TO YENT OVERBOARD Hacomem the bleed ports maich resulted im Pailure of the Booster Section to separate, with the end result that the A Ticipated trajectory was not achieved.	TERMITTED HELIUM CONTI	TOL BOTTLE	PRESSURE T	D VENT OVERBOARD REBULT THAT THE	

GENERAL SUMMICS CONVAIR DIVISION

CORRECTIVE ACTION-UNMONN. THREE SQUITIONS WERE POSSIBLE-IMPROC INSPECTION. CHANGE ONE RECEPIACLE NO THUS BOASSACE CONSECUTOR. TECTRICAL-AS COLOU FOR THAISPOSTES, SHORTEN FOR THE ANK TAKENO. TECTRICAL-AS COLOU FOR THAISPOSTES, SHORTEN FOR THE ANK TAKENO. TALLUNE WODE-FAILURE TO OPERATE AT PRESCRIBED TIME, ADAPTER FAILED TO EJECT WERE GIVEN THE EJECT COMMO. CORRECTIVE ACTION-MOME. THIS FAILURE WAS DACONTRINED. CLECTRICAL-AS AND THE COLUMN THE COLUMN THAIR THAILED TO EJECT WERE GIVEN THE EJECT COMMO. CORRECTIVE ACTION-MOME. THIS FAILURE WAS DACONTRINED. CLECTRICAL-AS AND THE COLUMN THE COMMON THAIR WAS REPLACED BECAUSE OF A POSSIBLE BREAN BEFORE WAS FAILURE WORLD. THE POWER OF STEEDING OF ELECTRICAL CIRCUITS THE STEED THAIR STEED THAIR WAS REPLACED BATTON OF ELECTRICAL CIRCUITS THE COMMON THAIR WAS BATTON. SYSTEM STEED THAIR WORLD. COMMON THE POWER OF STEED WAS COMMON THE OF CIRCUIT OCCURRED AT THE FOMEN OF THE FOLICE WAS STEED AND THE WAS STEED AND THE WORLD. COMMON THE STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE FOLICE WAS STEED AND THE ADDRESS CHARGOOKER WAS AND ADVICTION THE DE CERCUIT DOCUMENT WAS STEEN BECAUTE WAS CHA	11日本の1日の1日の1日の1日の1日の1日の1日の1日の1日の1日の1日の1日の1日の	TEBT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE SITE P	PRI VENDOR NAME OTH VENDOR PART NO	
WHILEST ADAPTER PARTICLEME TO OPERATE AT PRESCRIBED TIME. ADAPTER FAILED TO EJECT WHEN GIVEN THE EJECT COMMAND. WHOME. THIS FAILURE WAS UNCONTRINED. A KEST-D273/FC-3C0-01-023 FOATS OFFICE OFFI THE EJECT COMMAND. L DURING OFFI THIS FAILURE WAS UNCONTRINED. A KEST-D273/FC-3C0-01-023 FOATS OFFI THIS FAILURE WAS UNCONTRINED. A KEST-D273/FC-3C0-01-023 FOATS OFFI THIS FAILURE WAS UNCONTRINED. A KEST-D273/FC-3C0-01-023 FOATS OFFI THIS FAILURE WAS UNCONTRINED. A FAILURE OFFI THIS FAILURE WAS UNCONTRINED. A FAILURE OFFI THIS FAILURE WAS UNCONTRIVED. A FAILURE OFFI THIS FAILURE WAS UNCONTRIVED. A FAILURE OFFI THIS FAILURE WAS UNCONTRIVED. A FAILURE OFFI THIS FAILURE WAS UNCONTRIBUTED. A FAILURE WAS REMACED. THE REPLACED BAILTH OFFI THIS OFFI THE DC CIRCUIT OCCURRED AT THE POWER C HANGOLD OF THE DC CIRCUIT OCCURRED. A FAILURE OFFI THIS FAILURE WAS TABLES WAS AUTOPILOT. A FAILURE OFFI THIS FAILURE WAS TABLES WAS AUTOPILOT. A FAILURE OFFI THIS FAILURE WAS AUTOPILOT. A FAILURE OFFI THIS FAILURE WAS AUTOPILOT. A FAILURE OFFI THIS FAILURE WAS THE WUIDANCE VAN STERFING COMMAND. A FAILURE OFFI THIS FAILURE WAS THE WUIDANCE WAS THE WUIDFILED OCH THIS FAILURED. A FAILURE OFFI THIS FAILURE WAS THE WUIDFILED OFFI THIS WAS THE WAITOFILOT AVAITOR. THOUGHLOT AVAITOR. A FAILURE OFFI THIS FAILURE WAS THE WUIDFILED OFFI THE WUIDFILED OCH THIS FAILURED. A FAILURE OFFI THIS FAILURE WAS STAFF AND ANTOPILOT. A THE WAITER OFFI THIS FAILURE WAS THE WUIDFILED OFFI THIS WAS THE WAITOFILOT AVAITOR. THOUGHTON OFFI THIS WAS THE WAITOFILOT OFFI THIS WAS THE WAITOFILOT OFFI THIS WAS THE WAITER WAS THE WAITOFILOT OFFI THIS WAS THE WAITOFILOT OFFI THIS WAS THE WAITOFILOT OFFI THIS WAS THE WAITOFILOT OFFI THIS WAITOFILOT OFFI THIS WAITOFILOT OFFI THIS WAITOFILOT OFFI THIS WAITOFILOT OFFI THIS WAITOFILOT OFFI THIS WAITOFILOT OFFI THIS WAITO	CORRECTIVE ACTION-UNITWO CONNECTORS COULD	KHOMM, THREE SOLUTIONS WENE FOSSIBL MOT BE TRANSPOSED, SHORTEN THE LONG	E-IMPROVE INSPECTION;	CHANGE ONE	RECEPTACLE	35 76	8835
HANDE, THIS FAILURE WAS UNCONTRINED. ARSI-0273/FC-15C-01-029 ARSI-0275/FC-15C-01-029 ARSI-0275/FC-15C-0275/FC	ELECTRICAL-A/B POMER DISTRIBUTION	9K-14-072 UMBILICAL ADAPTER	FAR 27-06172-629	19E 610326	FAIRCHIL Y	ES GRAY-MULEGUARD O	004349
AESI-D273/FC-3CO-01-023 AESI-D273/FC-3CO-01-023 COMPOSITE-FACTORY ESE FORER CHANGEOVER SWITCH FORER CHANGEOVER SWITCH TO CHECKITS AT CHANGEOVER TO EXTERNAL POMER. E DC CIRCUITS AT CHANGEOVER TO EXTERNAL POMER. ASALLSE. OMPOSITE RESCHEDULED. COMPOSITE RE-MAN WITH YEM BAITCH. ASALLSE. PAILURE MODE-FAILURE	TO OPERATE AT PRESCRIBED TIME. ADA	PTER FAILED TO EJECT W	HEN GIVEN	THE EJECT C	OHMAND.		
AEBI-DZI3/FC-5CO-01-025 POMER CHANGEOVER SMITCH L DURING OFFRAILON. THE POMER CHANGEOVER SMITCH WAS REPLACED BECAUSE OF A POSSIBLE BREAK BEFORE MAK E DC CIRCUITS AT CHANGEOVER TO EXTERNAL POMER. E DC CIRCUITS AT CHANGEOVER TO EXTERNAL POMER. FAITC OPERATION. THE POMER CHANGEOVER SMITCH WAS REPLACED BECAUSE OF FRATION OF ELECTRICAL CIRCUITS TI ABILIZE. MAILIZE. MAILIZE. MAILIZE. AGEI-DZ73/FC-5CO-01-025 POMER CHANGEOVER BATTCH OPERATED SATISFACTORY DURING RETEST. AGEI-DZ73/FC-5CO-01-025 POMER CHANGEOVER BATTCH RATIC OPERATION-SMITCH AND THE BEFORE BREAK TO MAINTAIN CONTINUITY IN MAL ELECTRICAL. M-HEPLACED POMER CHANGEOVER BATTCH. AGEI-DJ3/FC-4CO-01-11D COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED. A GELCCTI GUIDANCE TAM STERRING STANLES WERE MOD EVIDENCED AT THE AUTOPILOT BYSTEM. TROUBLE TRACED E IN HARMERS E IN HARMERS THE AUTOPILOT CAMISTER DID NOT RECEIVE THE GUIDANCE TAM STEERING COMMAND.	CORRECTIVE ACTION-NO	HE. THIS FAILURE MAS UNCOMFIRMED.					
E DC CIRCUITS AT CHAMEGOVER TO ENTERNAL POMER. E DC CIRCUITS AT CHAMEGOVER TO ENTERNAL POMER. RATIC OPERATION-INTERMETICAL IN DC VOLTAGE WOULD CAUSE IMPROPER OPERATION OF ELECTRICAL CIRCUITS TI ABILIZE. MATHER SHITCH WAS REPLACED. THE REPLACED SHITCH OPERATED SATISFACTORY DURING RETEST. AESI-OST3/FC-SCO-OI-OZS POMER CHAMEGOVER SHITCH AESI-OST3/FC-SCO-OI-OZS POMER CHAMEGOVER SHITCH AESI-OZT3/FC-SCO-OI-OZS POMER CHAMEGOVER SHITCH AESI-OZS7/FC-ACO-OI-OZS POMER CHAMEGOVER SHITCH AESI-OZS7/FC-ACO-OI-IIO COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REGUIRED. AESI-OZS7/FC-ACO-OI-IIO COMPOSITE FESTING REGUIRED. AESI THE AUTOPILOT CAMISTER DID NOT RECEIVE THE SUIDANCE TAN STERRING COMMUND.	CLECTRICAL-A/B POWER DISTRIBUTION	AES1-0273/FC-5CO-01-025 POAER CHANGEOVER SHITCH	COMPOSITE-FACTORY	23E 610322	≻ Z	5 0	999349
ABILIZE. ONFOSITE RESCHEDULED. COMPOSITE RE-RAM WITH NEW SMITCH. NOTHER SWITCH LASS REPLACED. TO PREMIATE SMITCH OPERATED SATISFACTORY DURING RETEST. AESI-DET3/FC-SCO-01-023 COMPOSITE-FACTORY RSE FACTORY NESS POMEN CHANGEOVER SMITCH L DURING OPERATION-SWITCH RUST MAKE BEFORE BREAK TO MAINTAIN CONTINUITY IN MAL ELECTRICAL. ONFOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED. AESI-DJS7/FC-4CO-01-11D COMPOSITE-FACTORY 110D YES HASTEM. TROUBLE TRACED A ICLECT! GUIDANCE YAM STEERING SIGNALS MERE NOT EVIDENCED AT THE AUTOFILOT SYSTEM. TROUBLE TRACED ET IN HARMESS BETWEEN GUIDANCE SYSTEM AND AUTOFILOT. WE. THE AUTOFILOT CAMISTER DID NOT RECEIVE THE GUIDANCE YAM STEERING COMMAND.		RING OPERATION. THE POWER CHANGEOVE CIRCUITS AT CHANGEOVER TO EXTERNAL	R SWITCH WAS REPLACED POMER.	BECAUSE OF	A POSSIBLE	BREAK BEFORE MAK	
N-THE SHITCH WAS REPLACED. THE REPLACED SWITCH CPERATED SATISFACTORY DURING RETEST. AESI-DETA/FC-SCO-01-025 POWER CHANGEOVER SMITCH RATIC OPERATION-SWITCH HUST MAKE BEFORE BREAK TO MAINTAIN CONTINUITY IN MSL ELECTRICAL. OMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED. AESI-0397/FC-4CO-01-110 AESI-0397/FC-4CO-01-110 COMPOSITE FATOR THE AUTOFILOT SYSTEM. TROUBLE TRACED ASSISTANCE YAM STEERING SIGNALS HERE MOT EVIDENCED AT THE AUTOFILOT SYSTEM. TROUBLE TRACED ET IN MANMESS BETWEEN GUIDANCE SYSTEM AND AUTOFILOT. G. THE AUTOFILOT CAMISTER DID NOT RECEIVE THE BUIDANCE YAM STEERING COMMAND.	SYSTEM EFFECT-ERRATI	C OPERATION-INTERRUPTION IN DC VOLT	AGE NOULD CAUSE IMPROP	ER OPERATIO	SK OF ELECT	RICAL CIRCUITS TI	
AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 AESI-DETAYFC-SCO-01-025 COMPOSITE FOR THE DC CIRCUIT OCCURRED AT THE POWER COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED. AESI-DETAYFC-SCO-01-110 AESI-DETAYFC-SCO-	VEHICLE EFFECT-COMPO	AITE RESCHEDULED. COMPOSITE RE-RAN	WITH NEW BWITCH.				
AESI-DETS/FC-SCO-DI-OES PONER CHANGEOVER BAITCH L DURING OPERATION-A POSSIBLE BREAK BEFORE MAKE CONDITION OF THE DC CIRCUIT OCCURRED AT THE POMER COMPINED SHITCH HUST MAKE BEFORE BREAK TO MAINTAIN CONTINUITY IN MSL ELECTRICAL. N-REPLACED FOMER CHANGEOVER SMITCH. AESI-DJST/FC-4CO-DI-11D COMPOSITE-FACTORY 110D YES HARNESS HARNESS WELECT! GUIDANCE YAW STEERING STEMALS HERE NOT EVIDENCED AT THE AUTOFILOT BYSTEM. TROUBLE TRACED WE, THE AUTOFILOT CAMISTER DID NOT RECEIVE THE BUIDANCE YAW STEERING COMMAND.	CORRECTIVE ACTION-TH	SMITCH MAS REPLACED.	SWITCH OPERATED SATIS	FACTORY DU	NING RETEST	•	
L DURING OPERATION-A POSSIBLE BREAK BEFORE MAKE CONDITION OF THE DC NATIC OPERATION-SWITCH MUST MAKE BEFORE BREAK TO MAINTAIN CONTINUITY ONFOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REGUIRED. N-REFLACED POWER CHANGCOVER SWITCH. AEBI-0J37/FC-4CO-01-110 COMPOSITE-FACTORY 1100 AARMESS B1031 G. IN HARMESS BETWEEN GUIDANCE SYSTEM AND AUTOPILOT. G. THE AUTOPILOT CAMISTER DID NOT RECEIVE THE GUIDANCE YAM STEERING	ELECTRICAL-A/B POWER DISTRIBUTION	AESI-DE73/FC-5CO-DI-DE5 PONER CHANGEOVER BMITCH	COMPOST TE-FACTORY	25E	1	5.5 O	•
\$ 9 7	•	RING OPERATION-A POSSIBLE BREAK BEP	ORE MAKE CONDITION OF		CUIT OCCURR	CO AT THE POMER C	
8 1 28 9	SYSTEM EFFECT-ERRATE	C OPERATION-SWITCH MUST MAKE BEFORE	BREAK TO MAINTAIN COM	TIMUITY IN	MSL KLECTR	Icat.	
,	WENTELE EFFECT-COMPO	SITE RE-SCHEDULED, POST-COMPOSITE T	ESTING REQUIRED.				
, 5 4	CONRECTIVE ACTION-RE	PLACED POMER CHANGEOVER BUITCH.					
	ELECTRICAL-A/B POWER DISTRIBUTION	AE61-0J97/FC-4CO-01-11D HARNESS	COMPOSITE-FACTORY	1100	> Z	r.	
		LECT) GUIDANCE YAN STEERING SIGNALS N HARNESS BETWEEN GUIDANCE SYSTEM AI	HERE NOT EVIDENCED AT NO AUTOPILOT.	THE AUTOR	ILOT SYSTEM	. TROUBLE TRACED	
		THE AUTOFILOT CANISTER DID NOT RECE	IVE THE GUIDANCE YAW &	FEERING CO	HAND.		

SENERALL MAYES

15 JUN 1886

-814	TESTARFOAT NUMBER FALLED CONFORMENT NAME	DIF DATA BOUNCE PART HUMBER	VEHICLE OATE DIF	3118	VEHICLE NITE PRI VENDOR HANS	
AC 1 1 04	HARNESS APLICE REPAIRED AND A GUIDANCE-AUTOPILOT STRIEM TERT PERFURNED TO DEMONSTRATE BIBIEM INTE	-AUTOPILOT STRIEM TER	T PERFUGNED	10 01.140113	TRATE BIBIEM INTE	946346
ELECTRICAL-AZE POMER DISTRIBUTION	9R-2U-D63 LOR SENSING FREBE	FAR 27-04240-7	12E 310317	# tm	YC.5	40.04
FAILUPC MODE-OPEN ELL TION. TWO IDENTICAL P	ELECTRICAL, FAILURE MJS COMFIRMED AS OPEH ELECTRICAL CIRCUIT CAUSED BY MECHANICAL SHOCK AND VIBRA. Failures on-boi and-1 units, 3-3-61 and 2-6-61.	PEH ELECTRICAL CIRCUI I d 2-6-61 .	T CAUSEO BY	· MECHANICA	IL SHOCK AND VIBRA	
CORRECTIVE ACTION-PRO	PROBE HAS BEEN REDESIGNED TO A KUGGEDIZED CONFIGURATION.	ZED CONFIGURATION.				
ELECTRICAL-A/B POMEM-DISTRIBUTION	98-14-062 HARRE33	FAR 27-61823-889	12E 010312	ETR	YES 60/C	494352
FAILURE MOCC-ELECTPIN	PICAL OPEN. NO GUIDANCE ROLL MIGNAL MAS RECEIVED FOLLOWING INITIATION OF ROLL PROGRAM. MARNESS MI FROM COMMECTOR.	B RECEIVED FOLLOWING	INITIATION	of Rott Pa	IOGRAM. MARNESS WI	1 1
ELECTRICAL-A/B	PART WALLITY CONTROL REGUESTED TO INTENSIFY INSPECTION OF HARIESS ASSEMBLY. 98-20-051 COAX-COMMECTOR E7-45009-5 610306	FAR E7-43009-3	125 125 610306		YES GDC NO	999711
FALLURE MOE-OUT OF : AL CONDUCTIVE PATH FO.	FAILURE MOSE-OUT OF TOLERANCE DURING CHECKOUT OF 12E. FAILURE ANALYSIS REVEALED THE FAILURE MAS DUE 10 THE ELECTRIC AL COMDUCTIVE PATH FORMED BY THE CORROSION BETNEEN THE CENTER PIN AND THE SHELL OF JIDS COAK COMMECTOR, UNIT S/N 641.	ILURE ANALYSIS REVEAL Hier Pin and the Shel	ED THE FAIL L OF J101 G	URE WAS DU	E TO THE ELECTRIC	والمستعود والمستعدد والمستعدد والمستعدد
CORRECTIVE ACTION-NO	MONE COULD BE TAKEN, BECAUSE THE BOURCE OF THE CORROSIVE AGENT COULD NOT BE DETERMINED.	E OF THE CORROSIVE AG	ENT COULD	OT BE DETE	RMINED.	
ELECTRICAL-A/B POWER DISTRIBUTION	90-20-053 LOF SENSING PROBE	FAR 7-43021-613	970 610223	M M M	YES 60/C NO	8 8 9 9 9 8
PATIUSE WIDE-ELECTRICAL DEEN. H HEADER FINS.	CAL OPEN, MOTH ELEMENTS A AID B FAILED DURING TANKING, FAILURE WAS CONFIEMED AS CAUSED BY BROKE	ED DURING TANKING, FA	11 URE 445 O	CNAFTENED A	S CAUSED BY BROKE	
Compact of the compac	TOURS IN BEING PERFAISHER TO A MUGGERIZER COMPIGNAATION.	EE CONFIGURATION,				
		:			PAGE 0177	
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ATRICA - BOA	TEST/REPORT NUMBER FAILED COMPONENT HAME	DIF DATA BOUNCE PANT HUMBER	VEHICLE DATE OFF	TIME DIF OTH		VENDOR PART NO	
ELECTRICAL-A/B POMER DISTRIBUTION	96-20-034 LOE SENSING PROBE	748 7-43081-811	6 10220	OFFUTT	ves No		*0164*
FAILURE MODE-OPEN (ELI	(ELECT). FAILURE WAS CONTIRMED AS CAUSED BY MECHANICAL SMOCK OR VIBRATION.	USED BY MECHANICAL SHOCK	C VIBRA				
CORRECTIVE ACTION-PRO	CORRECTIVE ACTION-PROBE HAS BEEN REDESIGNED TO RUGGEDIZED CONFIGURATION.	TED CONFIGURATION.					
FLECTRICAL-A/8	AE61-009E1/FC-3CO-03-031 SWITCH-POMERCHAMGE-OVER	COMPOST TE-PACTORY	311.		1E3 NO		******
FAILURE MODE-FAIL DUR	DURING OPERATION-POWER CHANGE-OVER BMITCH FAILED DURING COMPOSITE.	HITCH FAILED DURING COM	*081 TE.				
SYSTEM EFFECT-OPERATIO	ERATICH DOES HOT START-FAULTY CHANGE- ONER BHITCH MOULD PREVENT PROPER OPERATION AFTER CHANGEOVER.	OVER BUITCH WOULD PREVEN	AT PROPER	PERATION	AFTER CHAM	GEOVER.	
WEMICLE EFFECT-COMPOS	VEHICLE EFFECT-COMPOSITE DELAYED. POST COMPOSITE TEST RESUIRED TO DENONSTRATE SATISFACTORY OFERATION.	REGUINED TO DEMONSTRATE	BATI SFACT	JRY OFERA	. .		
CORRECTIVE ACTION-SM	CORRECTIVE ACTION-SWITCH IR/D AND REPLACED.						
ELECTRICAL-A/B	96-14-057 HARNESS	FAR E7-61702-805	*10204	ETA	YES 60/C NO		884350
FAILURE MODE-STRUCTUR	FAILURE MODE-STRUCTURAL FAILURE CAUSED BY OVER-TORGUING OF	G A MARKESS COMMETOR MOUNTING CLAMP.	NOUNTING	CLAMP.			
CORFECTIVE ACTION-MODI	CORFECTIVE ACTION-MODIFICATION OF THIS HARNESS TO PROVIDE CANNON PLUGS WITH SAFETY WIRE HOLES WHICH SHOULD ALLEVIAT THE CONDITION.	IDE CANHON PLUGS WITH BA	IFETY WARE	HOLES WH	сн эноигр	ALLEVIAT	
ELECTRICAL-A/B POMER DISTRIBUTION	SC-20-047 FUEL PROBE ASSEMBLY	FAR 27-72269-1	202019	OFFUTT	YES 60/C NO		******
PAILURE MODE-OPEN ELEC	ELECTPICAL, PAILUME WAS CONFIRMED AS CAUSED BY BROKEN WIRING AT THE POTTED CONNECTION.	CAUSED BY BROKEN WIRING	AT THE P	77.ED CON	€C110M.		
CORRECTIVE ACTION-CORR	CORRECTIVE ACTION TAKEN THROUGH RESPONSIBLE PERSONNEL.	DHSIBLE PERSONNEL.					
ELECTRICAL-A/B POWER DISTRIBUTION	AE61-0054/FC-5CO-03-018 BWITCH, CHANGEOVER	COMPOST TE-PACTORY	18E 613208		45. 50.		
FAILURE MOE-OFEN IELE MANGEOVER TO INTERNAL:	IELECT). TELEMETRY OF 1 CHAMMEL OF 1 DID NOT SHOW THE PRESENCE OF 400 CYCLE PHASE A AFTER POWER C Mal, due to an open in the main missile power chambeoyer smitch.	DID NOT SHOW THE PRESENT R POLER CHANGEOVER SMIT	4CE 3€ 400 TCH.	CTCLE PR	ISE A AFTER	POMER C	
					19		

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3731EN 316-3731EN	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 011	# 5 # 0	VEHICLE BITE PRI VENDOR MAME		
STSTEM EFFECT-MOME.			;				.	
CORRECTIVE ACTION-THE PO	TE OR RESURBOLED. STRIEM AND LOMPOSITE METERITHE MAR REGUINED. POWER CHANGEOVER BUITCH WAS REPLACED.	SITE RETENTING WAS RED.	eor rep.					
ELECTRICAL-A/B POMER DISTRIBUTION	AC-61-0062/32-501-81-08 HARKESS	CAPTIVE	9E 610125	¥ .	40.0		•••	
FAILURE MOE-OPEN. THE W WIRING IS IN THE BZ PRIMA	WIRE COMECTING TO PIN K OF PLUS PIS WAS FOUND SEPARATED UPON POST TEST INVESTIGATION. THIS MARY BHUTDOM CIRCUIT.	18 WAS FOUND SEPARATE	10 HOLD 0	1 7637 1	HVEST	CATION. THES	·	
BYSTEM EFFECT-LOSS OF RE	REDUNDANCY.							
WENICLE EFFECT-LATE BOOSTER ENGINE CUTOFF.	HER ENGINE CUTOFF.							
CORRECTIVE ACTION-REPAIR	IR BROKEN WIRE.							
ELECTRICAL-A/B POMER DISTRIBUTION	GR-14-033 CHANGEOVER SMITCH	FAR 27-06106-601	610121	R F	5 5	TES UNITED CONTROL.		
FAILURE MODE-FAILURE TO CORRECTIVE ACTION-VENDOR	O OPERATE AT PRESCRIBED TIME. BATTCH TRANSFER FAILED WHEN VOLTAGE UND APPLIED. OR 1443 NOTIFIED OF THE DIBEREPANCIES FOR HIS CORRECTIVE ACTION.	H TRANSFER FAILED WHE S FOR HIS CORRECTIVE	N VOLTAGE ACTION.	**	9			
ELECTRICAL-4/8 POMER DISTRIBUTION	AE81-0014/FC-4CO-01-103	COMPOSET TE-FACTORY	1050		7ES 60/C	ю/с	****	
FAILURE MODE-FAIL DURING TERNINED INE PITCH AND YA	WE OPERATION. PITCH AND YAW STEERING BIGNALS TO THE AUTOPILOT WERE WOT AS EXPECTED. IT WAS DE YAW BIGNAL CHANNEL WERE REVERTED.	G BIGHALS TO THE AUTO	PILOT WEN	T NOT A	EXPEC	1ED. 17 MAS DE		
SYSTEM EFFECT-IMPROPER A	AMALOG SIGMALS-PITCH STEERING COMMANDS APPEAR IN YAW CHANNELS.	ANDS APPEAR IN YAVE	A HAKEL:		!		***************************************	4
WENTCLE EFFECT-COMPOSITE	TE DELAYED, RETEST OF GUIDANCE SYSTEM MADE.	TH MADE.						
COPPECTIVE ACTION-MARMESS IR/D AND REPAIRED.	IS IR/D AND REPAIRED.							
ELECTRICAL-A/B POWER DISTRIBUTION	PR-RO-ds7 Potentioneter	FAH E7-45008-805	146	7AA78	2 8	60 /c	•	
FATCHE MODE-STRUCTURAL. FORCED BREATING MECHANICA	FAILWE HODE-BTRUCTURAL, FAILURE TRACED TO POTENTIONETER REFE WHICH ROTATED CONTINUOUBLY. MECHANICAL BIOP HAD BEEN ORCED BREAKING MECHANICAL BIOP LEAVING CONTACT IN AN OPEN CIRCUIT ON POTENTIONETER RESE.	REES WICH ROTATED CO CIRCUIT ON POTENTION	HTIMUOUBLY	7. MECHA!	HCAL	STOP HAD BEEN		
						PA6E 0178		
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15 JUN 1944

SYSTEM SUB-SYSTEM	TEST/MEPORT NUMINER	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	817E	VEHICLE BITE PRI VENDOR MAME	
	and a second second second second second second second second second second second second second second second	and a second design of the second design of the second of the second of the second of the second of the second	And a bandara de management de la companya de la co			
CORRECTIVE ACTION-60/C QUALITY CON SARANCE OF POTENTIONETER INTEGRITY.	C BUALITY CONTROL MILL BE NOTIFIED TO START A STUDY TO INCORPORATE & CHECKING PROCEDURE FOR AB. ER INTEGRITY.	TO START A STUDY TO	HCORPORATE 4	CHECK.14	W PROCEDURE FOR AB	
ELECTRICAL-A/R POMER DISTRIBUTION	DA333 PROBE-FUEL	COUNTDOM	99D (3-3		YEA HO	88.72.58
PAILURE MODE-ELECTRIC	RICAL SHORT, CROSS COUPLING IN MISSILE PROBE CIRCUITRY.	E PROBE CINCUITRY.				
SYSTEM EFFECT-IMPROPE	OPER DISCRETE SIGNALS FUEL LOAD CONTROL FAILURE.	OL FAILURE.				
WEHICLE EFFECT-COUNTS	WEHICLE EFFECT-COUNTDOWN ABORYED AND RESCHEDULED.					
CORRECTIVE ACTION-UNKHOWN.	KOM.					1
ELECTRICAL-A/B POMER DISTRIBUTION	98-14-054 CONCULT, VERNIER ENGINE	FAR 27-61395-5	401214 FA	FACTORY	YES CAL. AVITRON	094391
FAILURE MODE-SHORT CII D COMDUIT REVEALED FRA CORRECTIVE ACTION-69/	FAILURE MODE-SHORT CIRCUITING MAY HAVE OCCURRED IN THE YERNIER EMGINE E.ECTRICAL HARNESS, RECOMDUIT REVEALED FRATED WIRE BRAIDING MHICH COULD HAVE SHORT CIRCUITED THE INTERNAL WIRING.	OCCURRED IN THE YERNIER ENGINE ELECTRICAL HARNESS. REMOVAL OF SUBJECT DANNAE WHICH COULD HAVE SHORT CIRCUITED THE INTERNAL WIRING. ED VENDOR BUALITY CONTROL.	ICAL HARNESS. INTERNAL MIRIN	REMOVA!	L OF BUBJECT DAMAGE	
ELECTRICAL-A7B POMER DISTRIBUTION	68-20-040 LOE SENSING PROBE	FAR E7-43021-811	570 £78 601214		YES 60/C NO	***************************************
HODE-OPEN VE ACTION-	(ELECT.). FAILURE MAS CONFIRMED AS CAUSED BY MECHANICAL SHOCK OR VIBRATION. PROBE HAS BEEN REDESIGNED TO RUGGEDIZED CONFIGURATION P/N 27-04240 WHICH WILL REPLACE ALL 27-43DE	USED BY MECHANICAL BH ED CONFIGURATION P/N 1	CK OR VIBRATI	£ 3	IEPLACE ALL 27-430 2	
1 SERIES.			414		Southern Santage	- 1
ELECTRICAL-A/B	CHANGEOVER BWITCH	#7-06106-601	601201		80	
FAILURE MODE-FAILED TO OPERATE AT RANSFLR FROM EXTERNAL TO INTERNAL.	FAILURE MODE-FAILED TO CPERATE AT PRESCRIBED TIME, AC SMITCH COMTACTS FAILING TO CPEN BEFORE CLOSING IN THE POMER IANSFER FROM EXTERNAL TO INTERNAL.	WITCH CONTACTS PAILING	TO OPEN BEFO	9E CLQ	BING IN THE FOMER T	
CORRECTIVE ACTION-THE	THE VENDOR WAS NOTIFIED THAT THE SMITCH MOULD NOT MEET THE RESUISEMENTS OF 50/C SUALITY CONTROL CORRECTIVE ACTION.	CH MOULD NOT HEET THE	REBUIRENTS	3	C BUALITY CONTROL A	
	ander statemente unterstatemente de la companyation de la companyation de la companyation de la companyation de				PAGE 0180	

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87.57EM 5UB-57.57EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SCURCE PART MUNBER	VEHICLE DATE DIF	117E	9 2	VENDOR NAME VENDOR PART NO	
ELECTRICAL-A/B	98-20-041 LOE 3ENSIM6 PROSE	FAR E7-04240-601	4E 60112E	ETR	75.		8 90 98
PATLUNE MODE-OPEN (E)	ILECT). FAILURE MAS CONFIRMED AN CAUNED BY MECHANICAL SHOCK OR VIBRATION.	18ED BY MECHANICAL BHOCH	COR VIBRAT	<u>.</u>			
CORRECTIVE ACTION-PR	CORRECTIVE ACTION-PROBE HAS BEEN REDESIGNED TO RUGGEDIZED CONFIGURATION.	ED CONFIGURATION.					
FOLEN BUTTER	90-20-039 Demodulator, Wiring	FAR 27-43016-19	750 601117	ž Š	VES 60/C		:
*AILURE MODE-ELECIFII	PAILUKE HODE-ELECTFICAL OPEN. EDO VOLTAGES MERE ERRATÍC. THO BROKEN WIRES MERE FOUND AND REPAIRED. UNIT MAS STILL Union tolerance, honometer mas found contaminated.	. THO BROKEN WIRES HERE	E FOUND AND	REPAIRE	D. UNIT WAS	. 1111	
CHRECTIVE ACTION-NOME	ME ON BROKEN WIRES.						
EL. TRICAL-A/B	AE 40-0839/FC-4CO-01-088 Hariess	COSPOSITE-PACTORY	9-60 601103		£ 0		•
"ALLURE HOD! -OPEN (E)	ELECT) BOOSTER NO. 2 PITOF PTEDBACK THE HISSILE SERVO PEEDBACK LOOP.	E PITOM PLEDBACK TRANSDUCER WOLTAGE WAS NOT RECORDED DURING THE COMPOSITE TES	NOT RECORE	ED DURIN	6 THE CONFO	aitt its	
VESTEN EFFECT-NOME.							
EHICLE EFFECT-COMPO	EMICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TEST REQUIRED.	tournes.					
ORRECTIVE ACTION-MANGES REPAIRED.	AMESS REPAIRED.						
EL'CTRICAL-A/B	DAE36 COAX-CABLE	COMPOST TE-PROVOPIL	010 001017	Ĕ	9 9		:
FILLING INTIG-SMORT-10	N COAX LABLE.						
WESTEN EFFECT-LOSS OF	OF REDUMBANCY. SHORT RESILTED IN SO PCT PUEL PROBE PAILURE-LOAD STOPPED BY BACKUP PROBE.	PCT PUEL PROBE PAILURE-	LOAD STOP!	TO BY BA	CRUP PROBE.		
THICLE EFFECT-COMPOSITE DELAYED.	MITE DELAYED.						
CHRECTIVE ACTION-COAK REPAIRED.	ME REPAIRED.						
							+
					I.E.	9466 0141	

15 JUN 1966

DIFFICULTIES AEVIZW-ELECTRICAL SYSTEM-AIRBORNE

FEECTAICAL-A/B AEBE POWER DISTRIBUTION DISS FAILURE MODE-OPEN ELECTRICAL UG 1:012 MHICH CARRIES FOMER I TITLL H SIGNAL, IT WAS CONCLUDI TO SEC BEFORE NOHINAL BCO.	AE60-0633/BE-403-00-33	_		200	TH VENDOR PART NO	
FATIURE MODE-OPEN ELECTRICAL UP 1/012 MAICH CARRIES POMER 1 TTI. A SIGNAL, 17 MAS CONCLUDI 10 SEC BEFORE NOMINAL BCO.	DISCONNECT - STAGING	FLIGHT	33D 600829	125.5	7E \$	
	FATURE MOE-OFEN ELECTRICAL CIRCUIT, DATA INDICATE LOSS OF ELECTRICAL CONTINUITY THROUGH THE STAGING DISCONNECT PL GUICAL MAICH CARRIES POMER FOR BOOSTER MAINSTAGE CONTINUITY BOOSTER PITCH AND YAM ACTUATORS AND FOR THE BOOSTER JE TULAR SIGNAL, IT MAS CONCLUDED THAT THE PLUG WAS NOT PROPERLY NATEU AND THAT FLIGHT VIBRATION LED TO DISCONNECTION DISCIBLER NOMINAL BOO.	FELECTRICAL CONTINU TY BOOSTER PITCH AND TLY NATEU AND THAT F.	TY THROUGH TAM ACTUAL TGHT YIBRA	THE STACTORS AND PATION LED	ING DISCOMMECT PLOS THE BOOKER JE	
STSTEM EFFECT - OPERATION STOP.	BYSTEN EFFECT-OPERATION STOPS PREMATURELY. DISTRIBUTION OF ELECTRICAL POWER FOR BOOSTER ENGINE OPERATION, BOOSTER P ITCH AND YAW ACTUATORS AND BOOSTER JETTISON SIGNAL WAS CUTOFF BY DISCONNECTION OF PLUG PEGIZ.	ELECTRICAL POWER FOR	A BOOSTER I	INGINE OF	RATION, BODSTER P	
VEHICLE EFFECT-PREMIURE BOOK R CCITIMUATION OF BOOKIER ENGINESS, LATE SUSTAINER ENGINEER	VEHICLE EFFECT-PRENATURE BOOSTER ENGINE CUTOFF. PLUG DISCONNECTION RESULTED IN LOSS OF ELECTRICAL POWER REGUIRED FO CCITINUATION OF BOOSTER ENGINE MAINSTAGE OPERATION, SUBSESUENT EFFICIS FROM SAME, CAUSE WERE MON-LETTISON OF BOOSTE ENVINES, LATE SUSTAINER ENGINE SHUTDOWN BY LOX DEPLETION AND A SHORT (6.0 SEC) VERHIER SOLO PHASE.	NECTION RESULTED IN SUENT EFFECTS FROM S AND A SHORT 16.0 SEC	LOSS OF EL	ECTRICAL FRE HON	POWER REQUIRED FO	
CORRECTIVE ACTION-NOME, STUD	STUDY INDICATED PROPER ADHERENCE TO PLUG NATING PROCEDURE ASSURES NORMA. OPERATION.	PLUG HATTING PROCED	JRE ASSURE	F HORMA.	PERATION.	
LECTRICAL-A/B CMER DISTRIBUTION	AE40-0648/FC-5CO-03-004	COMPOSTTE-FACTORY	SE 600924		2 2	099471
FAILURE MODE-ERRATIC OPERATIO	FAILURE MODE-ERRATIC OPERATION- 400 CPS PHASE A TRANSMITTING NOISE TO FLIGHT CONTROL SYSTEM.	46 HOISE TO FLIGHT C	ONTROL SYS!	Ξ¥.		
SYSTEM EFFECT-NONE- NOTSE DIE	SYSTEM EFFECT-WOME- MOIDE DID NOT AFFECT SYSTEM UMERATION.					
VEHICLE EFFECT-COMPOSITE RESCHEDULED.	CHEDULED.				,	
CORFECTIVE ACTION-THE GAE GRO	GROUND 400CPS PHASE A AND MISSILE 400CPS PHASE A HERE SHIELDED TO CORRECT THIS CONDITION.	400CPS PHASE A VERI	S SHIELDED	TO CORREC	T THIS CONDITION.	
LECTRICAL-A/B AESC	AE60-0748/P2-4CO-03-60 Harmess	COMPOSITE-J FACT E7-62716-3	800 800918	**	YES 60/C	683871
FAILURE MODE-ELECTRICAL SHORT.	FAILURE HODE-ELECTRICAL SHORT, AUTOPILOT HARNESS HAD INNER CONDUCTOR SHORTED TO SHIELDING, THERE WAS ALSO AN INTERH TTENT OPEN AT FIN B, PLUG 501,	CONDUCTOR SHORTED TO	SHIELDING	. THERE .	MS ALSO AN INTERN	
SYSTEM EFFECT-ERRATIC OPERATI	ATIC OPERATION. ELECTRICAL POWER TO AUTOFILOT MAS INTERHITTENT.	LOT MAS INTERHITTEN				
VEHICLE EFFECT-COMPOSITE RESC	VEHICLE EFFECT-COMPOSITE RESCHEDULED. TEST RESULTS CONSIDERED UNSATISFACTORY FOR AUTOFILOT.	ED UNSATIBFACTORY FO	M AUTOFILE	÷.		
CORRECTIVE ACTION-IR \$51798 /	CORRECTIVE ACTION-IR SSITES AND IR SSISIA WHITEN, MARNESS REPAIRED. PLUG SOI		RETAINED.			
FLECTRICAL-A/B 98-1	98-14-033 Cowec 708-88ZAKAMAY	7-06344-7	₩00 ₩0031	ETR.	TES AMPHENOL.	

PAGE DIBE

GENERA NAMICS

15 JUN 1956

MOISTA VIEW

CONTICUE ACTION-GOVE INTENSIFIED SUMMILLINGE TO INSURE PROPER NUM BEAL INSTILLATION. REVISED GOVE TYPE-COS; INSTITUTION ACCOUNTY	3751EH 8U8-3137EH	TEST/AEPONT NUMBER FAILED COMPOMENT MANE	OIF DATA SO. L.E.	VEHICLE BITE PRI DATE DIF TIME DIF OTH	\$17E 71MC 01F	PRI VENDOR NAME OTH VENDOR PART NO	
COLON-GOAL INTENSIFED SHAWELLANGE TO IMAUNE PROPER PLUS SEAL IMPTALLATION, REVISED GOAL TIP-E-OFF, 1889 CONSTITUTE AC-60-0033/48-309-43-02 AC-60-0033/48-309-43-02 AC-60-0033/48-309-43-02 AC-61-01-01-01-01-01-01-01-01-01-01-01-01-01							=======================================
AC-60-0033/28-509-A3-08 AC-60-0033/28-509-A3-08 AC-60-0033/28-509-A3-08 AC-60-0033/28-509-A3-08 AC-60-0033/28-509-A3-08 AC-60-0033/28-509-A3-08 AC-60-0032/28-509-A3-08 AC-60-0032/28-508-A3-08 AC-60-0032/28-A3-08 AC-60-0032/28-A3-08 AC-60-0032/28-A3-08 AC-60-0032/28-A3-08 AC-60-0032/28-A3-08 AC-60-0032/28-A3-08 AC-60-0032/28-A3-08	6	C INTENSIFIED SURVEILLANCE TO INSUM	E PROPER PLUG SEAL IN	FALLATION,	. REVI BED	60/C FTP-E-0E1 1N	•
THE ELECTRICAL. PROGRAMMER GENERATED VECO, MONEYER SIGNAL DID NOT REACH ENGINE RELAY BOX DUE TO A BITHE ELECTRICAL HARMESS. 1-1-19-PROPER DISCRETE SIGNALS. VECO SIGNAL GENERATED BY ENGINE TINEA. 1-1-19-PROPER DISCRETE SIGNALS. VECO SIGNAL GENERATED BY ENGINE TINEA. 1-1-19-PROPER DISCRETE SIGNALS. VECO SIGNAL GENERATED BY ENGINE TINEA. 1-1-19-PROPER CHOOMY. 1-10-19-PROPER CHOOMY. 1-1-19-PROPER CHOOMY. 1-10-PROPER CHOOMY. 1-10-PROPER CHOOMY. 1-10-PROPER CHOOMY. 1-10-PROPER CHOOMY. 1-19-PROPER CHOOMY. 1-10-PROPER CHOOMY. 1-19-PROPER CHOOMY.	ELECTRICAL-A/B	AC-60-0033/82-509-A3-02 HARNESS	CAPTIVE	2E 600808	2	7E8	*0*0**
CT-LATE VERNIER CUIDE. CT-LATE VERNIER CUIDE. SHOULDS. CT-LATE VERNIER CUIDE. SHOULDS. SHOU			D, HOMEVER SIGNAL DID	NOT REACH	ENGINE R	ELAY BOX DUE TO A	•
CTICH-LAKE VERHIER CUIOFF. CTICH-LAKENCAL. 1104 SH-14-D48 SAD FACTORY VES GOLC -OPEN CINCUIT IN THE V-1 SERVO CONTROLLER HANESS-LOSS OF V-1 GINGALLING CONTROL. CTICH-GO/C PERSONNEL CAUTIONED ACAINT ROUGH HANELING. MANNEACTURING PERSONNEL WILL USE ANTI SCLODER MICK. CTICH-GO/C PERSONNEL CAUTIONED ACAINT ROUGH HANELING. MANNEACTURING PERSONNEL WILL USE ANTI SCLODER MICK. CTICH-GO/C PERSONNEL CAUTIONED ACAINT ROUGH HANELING. MANNEACTURING PROPOSEL WILL USE ANTI SCLODER MICK. CTICH-GO/C PERSONNEL CAUTION. TELEMETRY 1S AND E CHIBITED EXCESSIVE SPIRING AND HOISE- 10 PCT 18N- UNTIL POWER CON HITCHARL TO EXTERNAL POWER. CTICH-CABLING BETWEEN THE ARHING SATTEM AND THE POWER AND SIGNAL CONTROL UNIT IN THE N/MAE BAPETY COMMA REMOVED AND SHIELDED TO CORRECT THIS COMMITTON. AEGO-CHADAPY OF CORRECT THIS COMPITION. AEGO-CHADAPY SHIELDED TO CORRECT THIS COMPTION. AEGO-CHATION. EMGINE START TAKES WENTED DUE TO A SPURIOUS SISHAL.			GRATED BY ENGINE TIME!	ند			
TION 198-14-048 FAR 940 FACTORY YES GOVE HARRESS TO THIS HARRE	VEHICLE EFFECT-LATE W	ERNIER CUTOFF.					
HANKESS FAR 94D FACTORY TES 60/C FORENCE CIRCUIT IN THE V-1 SERVO CONTROLLER HANKESS-LOSS OF V-1 61MBALLING CONTROL. CIICH-CO/C PERSONNEL CAUTIONED ACAINT ROLGH HANCLING, MAMFACTURING PERSONNEL WILL USE ANTI SOLDER MICK ARBO-GAIR/FC-4CO-01-80 COMPOSITE-PACTORY BOD TES 9007ES HO -CAMATIC OPERATION, TELEDETRY 1S AND E CHIBITED EXCESSIVE SPIKING AND MOISE- 10 PCT IBM- UNTIL POWER C T-CAMATIC OPERATION, TES BOD TES TOWN ARBO-CASE TO THE TAMES WENTED DUE TO A SPURIOUS SISMAL.	COPRECTIVE ACTION-UNE	NOMBL.					
CTION-GOLD FERSONNEL CAUTIONED AGAINT ROUGH MANELING, MANUFACTURING PERSONNEL MILL USE ANTI SOLDER MICK AERO-CATE/FC-4CO-01-80 COMPOSITE-FACTORY BOD AERO-CATE/FC-4CO-01-80 COMPOSITE-FACTORY BOD AERO-CATE/FC-4CO-01-80 COMPOSITE FACTORY BOD AERO-CATE/FC-4CO-01-80 COMPOSITE FACTORY TELEPETRY 15 AND E CHIBITED EXCESSIVE SPINING AND MOISE- 10 PCT 18N- UNTIL POMEN COMINTERNAL TO EXTERNAL POMEN. T-ERRATIC OPERATION. CT-COMPOSITE RESCHEDULED. BATTEFACTORY POST-COMPOSITE TESTING WAS PERFONNED. CT-COMPOSITE RESCHEDULED. BATTEFA AND THE POMEN AND SIGNAL CONTROL UNIT IN THE N/MEC BAFETY COMMA REWOVED AND BHIELDED TO CORRECT THIS COUNTION. AERO-CASAO/P1-4GP-00-86 CCUMTOCAM SOUTH SAND THE DUE TO A SPURIOUS SISHAL.	ELECTRICAL-A/B	98-14-046 HARNESS	FAR E7-61614-609	54D 600606	FACTORY	YES 60/C	20000
AEBO-GAIE/FC-4CO-01-80 COMPOSITE-FACTORY BDD VES BOOTES BO	FAILURE MOE-OPEN CIR	CUIT IN THE V-1 BERNO CONTROLLER MAN	INESS-LOSS OF V-1 61NE	ALLING CON	TROL.		
TION AEBO-DAIE/FC-4CO-01-80 COMPOSITE-FACTORY BOD YES HO -CREATIC OPERATION. TELEMETRY 15 AND E EXHIBITED EXCESSIVE SPIRING AND HOISE- 10 PCT 18N- UNTIL POWER C T-ERRATIC OPERATION. CT-COMPOSITE RESCHEDULED. SATISFACTORY POST-COMPOSITE TESTING MAS PERFORMED. CT-COMPOSITE RESCHEDULED. SATISFACTORY POST-COMPOSITE TESTING MAS PERFORMED. CT-COMPOSITE RESCHEDULED. SATISFACTORY POST-COMPOSITE TESTING MAS PERFORMED. CTION-CABLING BETWEEN THE ARMING SATISFACTORY POST-COMPOSITE TESTING MAS PERFORMED. AESO-0340/P1-40E-00-68 COUNTDOMN 66D 11 YES TION AESO-0340/P1-40E-00-68 COUNTDOMN 66D 11 YES TO WE WAS ARRIVED TO SATISFACTORY WENTED DUE TO A SPURIOUS SIGNAL.	VE ACTION-60/	C PERSONNEL CAUTIONED AGAINT ROUGH H	INCLING. NAMUFACTURIN	A PERSONAL	ור אערר מ	SE ANTI SCLDER VIC	
ATIC HTERN BATIC OGFOO OVED OVED HATUR	ELECTRICAL-A/B POWER DISTRIBUTION	AEBG-GA1E/FC-4CO-01-80	COMPOST TE-FACTORY	600 600728		2 C	•
AATIC OPERATION. OPPOSITE RESCHEDULED. BATISFACTCRY POST-COMPOSITE TESTING WAS PERFORMED. M-CABLING BETWEEN THE ARMING BATTCH AND THE POMER AND BIGHAL CONTROL UNIT IN THE R/MME BAN OVED AND BATELDED TO CORRECT THIS CONDITION. AESO-0340/P1-40E-00-66 COUNTDOMN 650 13 YES E7-E0001 6007ES -4E0 ND NATURE OPERATION. EMGINE START TANKS YENTED DUE TO A SPURIOUS BIGHAL.	FAILURE MOG-ERRATIC . MANGE-OVER FROM INTERN.	OPERATION. TELEMETRY 15 AND E EMIBI AL TO EXTERNAL POMER.	TED EXCESSIVE SPIKING	AND NOT BE	194 05 *	IBN- UNTIL POMER	
OMPOSITE RESCHEDULED. BATISFACTORY POST-COMPOSITE TESTIME MAS PERFORMED. M-CABLING BETWEEN THE ARMING BATTCH AND THE POMER AND SIGNAL CONTROL UNIT IN THE RIME BAI OVED AND SHIELDED TO CORRECT THIS CONDITION, AESO-0340/Pi-408-00-66 COUNTDOMN 86D 11 YES E7-E0001 8607ES -4EO NO NATURE OPERATION. EMGINE START TANKS VENTED DUE TO A SPURIOUS SIGNAL.	STATEM EFFECT-ERRAFIC						
M-CABLING BETWEEN THE ARMING SMITCH AND THE POMER AND SIGNAL CONTROL UNIT IN THE RIMSE SAI OVED AND SHIELDED TO CORRECT THIS CONDITION, AESO-0340/Pi-40E-00-66 COUNTDOMN 860 11 YES E7-EDD01 8007ES -4E0 ND MATURE OPERATION. EMGINE START TANKS YENTED DUE TO A SPURIOUS SIGNAL.	VEHICLE EFFECT-COMPOS	ITE REBCHEDULED. BATIBFACTCRY FOBT-C	COMPOSITE TESTING MAS	PERFORMED.			,
AESG-0340/P1-40E-00-66 COUNTDOMN 65D 11 YES E7-E0001 6007ES -4ED ND MATURE OPERATION. EMEINE START TANKS VENTED DUE TO A SPURIOUS SIGNAL.	_	THE ARMING TO CORRECT	HE POMER AND BIGHAL C	CHTROL UNI	T IN THE	R/HAE BAFETY COM	4
E OPERATION. EMEINE START TANKS VENTED DUE TO A SPURIOUS SIGNAL.	ELECTRICAL-A/B	AE60-0140/PL-408-00-66	COUNTDOMN E7-E0001	640 6007£9	087	, (C. 6	1
	FAILURE HODE-PREMATURE	E OPERATION. ENGINE START TANKS VENT	ED DUE TO A BPURIOUS	BI GHAL.			

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VENDOR HAME VENDOR PART NO			2/03	THIS SHORT IN.	HE O-RING TO P		AMER BECAUSE	ITATED USE OF	DANCE DISCRETE	NE THAT EA PEN	YES 60/C	NG THE WIRES A ADHERE TO BAC	COMMECTORS.	
M P			7 5 5	TESTS. TO FAR	¥6 8Y 1	YES FO	7 PROGR	NECESS	TER GUI	DETERMI	ž Š	EXPOSI DID NOI		
817E 11HE DIF		ě.	A. A.	ING LAB SIMILAR	E SEALI	14 299.7	Porteo	CCODER.	NOS AF	JRE TO	ETR	SE LOOSE, POTTING CLEANED.	34111W	
VEHICLE DATE DIF	KPECTED.	7. 9. IR 5335	600624	SHORT DUR	RE POSITIM	62D 600622	RECEIVED BY	ER FROM DI	MAND & SECO	HAN PROCED	600616	TYED TO SE ND PEGA. PY TOUGHLY CLI	CORRECT P	
DIF DATA SOURCE PART NUMBER	IS VENTED WHEN NOT E.	** 11-466, FTP-H-0621	FAR 27-43016-11	IENT HIGH REBISTANCE ANDREL ELECTRICAL CO	. PROCEDURES TO INSU	RIGHT	DECODER BUT MAS NOT I	RECEIVED BY PROGRAM	i-UP SWITCH SENT COM	HACED IN THE COUNTDO	FAR 27-43002-603	ECTOR PZO1 WAS CBSE! ECTORS PECE, PECS A) AF PRIMER OR NOT THOS	MTROL PROCEDURES TO	
TESTARFORT NUMBER FAILED COMPONENT NAME	ISCRETE SIGNALS. ENGINE START TANKS VENTED WAEN NOT EXPECTED. ABONTED AND RESCHEDURED. COMMIDGAM MAS ASCRETED AT 1.27	NCE TVA AESDOZ, AESDO3, AESDO4, TPB 11-466, FTP-H-D628, IR 533559.	98-EG-034 MANDREL-FUEL O-RING	SHORT. ITEM REJECTED FOR INTERMITTENT HIGH RESISTANCE SHORT DURING LAB TESTS. THIS SHORT MA EARAGE PAST TOP SUPPORT O-RING TOMANDREL ELECTRICAL CONNECTOR. SIMILAR TO FAR-98-20-013 DAT	CORRECTIVE ACTION-60/C TOOK ACTION THROUGH QUALITY CONTROL PROCEDURES TO INSURE POSITIVE SEALING BY THE O-RIMG TO	AE/G-0336/P4-402-0G-62 HARNESS	FAILURE MODE-OPEN (ELECT). VECO COMMAND SENT BY GUIDANCE DECODER BUT MAS NOT RECEIVED BY FLIGHT PROGRAMMER BECAUSE OF OPEN CIRCUIT IN ELECTRICAL HARNESS, PLUG P303 MOST SUSPECT POINT IN HARNESS. PLUG MAS POTTED AT AMP.	SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS. VECO COMMAND NOT RECEIVED BY PROGRAMMER FROM DECODER. NECESSITATED USE FLIGHT PROGRAMMER BACK-UP COMMAND TO ACCOMPLISH VECO.	VEHICLE EFFECT-LATE VERNIER CUTOFF. FLIGHT PROGRAMMER BACK-UP SWITCH SENT COMMUND 8 SECONDS AFTER GUIDANCE DISCRETE COMMUND WAS GENERATED. IMPACT POINT WAS 18 HILES LONG.	N. RECOMMENDED THAT A CALLOUT BE PLACED IN THE COUNTDOWN PROCEDURE TO DETERMINE THAT EA PEN ON DURING THE LOOP TEST AND DURING THE DATA LINK TEST.	98-20-031 HARNESS WIRE CONNECTOR-P/U	FAILURE MODE-OUT OF SPECIFICATION-POTTING COMPOUND OM CONNECTOR P2D1 WAS OBSERVED TO SE LOOSE, EXPOSING THE WIRES A ND SOLDER POTS, POTTING SHOWED EVIDENCE OF MOVENENT ON CONNECTORS P2D2, P2D3 AND P2D4, POTTING DID NOT ADHERE TO BAC K OF COMMECTORS AS THE RESULT OF INSUFFICIENT APPLICATION OF PRIMER OR NOT THOROUGHLY CLEANED.	IS TAKEN ACTION THROUGH BUALITY CONTROL PROCEDURES TO CORRECT POTTING OF	
3737EM 3UB-3757EM	SYSTEM EFFECT-IMPROPER.DIS	CORRECTIVE ACTION-REFEREN	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-ELECTRICAL SMORT. S THE RESU.T OF MERCURY LEAKAGE ED 591204.	CORRECTIVE ACTION-6D/C TEREVENT RECURRANCE.	ELECTRICAL-A/B	FAILURE MODE-OPEN (ELECT).	SYSTEM EFFECT-1HPROPER D FLIGHT PROGRAMMER BACK-UP	VEHICLE EFFECT-LATE VERNIE COMMAND MAS GENERATED. IMP	CORRECTIVE ACTION-UNKNOWN.	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE MODE-OUT OF SPEC ND SOLDER POTS, POTTING SI K OF COMMECTORS AS THE REI	CORRECTIVE ACTION-60/C HAI	

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TATILITIES WORD-FAILED TO OPERATE AT MERCHIBED THE. PORER PAIL TAT POWER TRANSFER TO INTERNAL ATRIBUTED TO INCOME. ANALYSE WORD-FAILED TO OPERATE AT MERCHIBED THE. PORER PAIL TAT POWER TRANSFER TO INTERNAL ATRIBUTED TO INCOME. 1 MAINS. CORRECTIVE ACTION-DECAND OCES NOT STATE. TAILED TO TRANSFER TO INTERNAL. VANICLE EFFECT-CORRITION DOCS NOT STATE. TAILED TO TRANSFER TO INTERNAL. VANICLE EFFECT-CORRITION DOCS NOT STATE. TAILED TO TRANSFER TO INTERNAL. CORRECTIVE ACTION-DECAND COLLING. CORRECTIVE ACTION-DECAND WHEN ACTIONED OF THE SUBTAINER AND YEARINER EMELICAL. CORRECTIVE ACTION-DOC THE SUBSINEL WERE CAUTIONED OF THE SUBTAINER AND YEARINER EMELICAL. CORRECTIVE ACTION-DOC THE SUBSINEL WERE CAUTIONED OF THE SUBSTANCE OF THE SUBSTANCE AND COMPOSED. THE CHALLER WODE-STRUCTURAL FAILURE PRESCRIBED TIME. MISSILE FAILED TO TRANSFER TO INTERNAL POREN. STSTEM OFFECT-COMMISSILE REMAINED ON GROUND PORES. VALICAE WODE-OFFE (ELECTRICALL) STAUL WIRE AT MAIN GUIDANCE DISCONDECT WAS OFFER. AS A RESULT THE ANIMA GUIDANCE TON STRUCK STRUCT-COMPOSED TO THE SUBSTANCE DISCONDECTIVE ACTION-DECANDED. CORRECTIVE ACTION-DECANDA. WHILLE STRUCT-COMPOSED TO STAUL WIRE AT MAIN GUIDANCE DISCONDECT WAS OFFER. AS A RESULT THE ANIMA GUIDANCE TON STRUCK STRUCT-COMPOSED TO THE SUBSTANCE DISCONDECTIVE ACTION-DECANDED. WHILLE STRUCT-COMPOSED TO THE SUBSTANCE DISCONDECT WAS OFFER. AS A RESULT THE ANIMA GUIDANCE TON STRUCK STRUCT-COMPOSED TO THE SUBSTANCE DISCONDECTIVE ACTION-DECANDED. WHICH STRUCT-COMPOSED TO THE SUBSTANCE DISCONDECT WAS OFFER ATTENDED. WHICH STRUCT-COMPOSED TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE OFFER ATTENDED. WHICH STRUCT-COMPOSED TO THE SUBSTANCE DISCONDECT WAS OFFER TO THE SUBSTANCE TO THE SUBSTANCE OFFER ATTENDED. WHICH STRUCT STRUCT-COMPOSED TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE OFFER ATTENDED. WHICH STRUCT STRUCT-COMPOSED TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE SUBSTANCE TO THE S	873TEH 346-373TEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	PRI VENDOR MANE OTH VENDOR PART NO	
-FAILED TO GREATE AT PRESCRIBED THE. PORER FAULT AT POWEN TRANSFER TO INTERNAL ATTRIBUTED TO INCOMECE T-CENTION DOES NOT START. FAILED TO TRANSFER TO INTERNAL. CCI-CONTIDON DELAYED. CCITCH-REPAIR VARIES. CCITCH-REPAIR VARIES. CTICH-GO.C. MANY FACTORY GO.C. THON UNGILICAL RECEPTACLE FAR SUBTINES AND VERNIER ENGINE CONTROLS UNGILICAL. -STRUCTURAL FAILURE PREVENTED MATING OF THE SUBTAINER AND VERNIER ENGINE CONTROLS UNGILICAL. CTICH-GO.C. MANY FACTORINE PRESCRIBED THE. MISSILE FAILED TO TRANSFER TO INTERNAL POMEN. THON SMITCH: CHANGEOFTE AT PRESCRIBED THE. MISSILE FAILED TO TRANSFER TO INTERNAL POMEN. CTICH-COMPOSITE. THON MEGO-030-FC-SCO-01-03 COMPOSITE-FACTORY SE NO BOGGET. TON MARKESS THON MARKE	ELECTRICAL-A/B POWER DISTRIBUTION	DAZO7/81-4MO-08-47 BATTERY BIMLATOR CABLE	COMPOSI TE-FRO/DPL	470	J-0	7E8	***
TOWERATION DOES NOT START, FAILED TO TRANSFER TO INTERNAL. CCT-COUNTDOAN DELATED. CCT-COUNTDOAN DELATED. CCT-COUNTDOAN DELATED. CCT-COUNTDOAN DELATED. CCT-COUNTDOAN DELATED. CT-COUNTDOAN DELATED. CT-	FAILURE MODE-FAILED TO 0	MERATE AT PRESCRIBED TIME. POMER F.	AULT AT POMER TRANSF	FER TO INT	ERMAL ATT	RIBUTED TO INCORRE	
CTION-REPAIR WIRING. CTION-REPAIR WIRING. TION 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 98-14-047 110N	SYSTEM EFFECT-OFERATION		TO INTERNAL.				
CTICN-BEPAIR WIRING. 98-14-047 10 98-14-047 11 0	VEHICLE EFFECT-COUNTDOM	I DELAYED. COMIT SEQUENCE ABORTED.					· · · · · · · · · · · · · · · · · · ·
SELECTRICAL FAILURE PREVENTED MATING OF THE BUSTAINER AND VERNIER ENGINE CONTROLS UMBILICAL. CTICH-ED/C MANFACTURING PRESONALL WERE CAUTIONED OF THE INFRACTICN OF MPS 18.02.2 OAZOO/B1-ANO-03-47 COM-051TE-FRD/DPL 47D SMITCH, CHANGEOVER CTICH-ED/C MANFACTURING PRESCRIBED TIME, MISSILE FAILED TO TRANSFER TO INTERNAL POMER. THOME-MISSILE REMAINED ON GROUND POMER. CT-COMMIT SELENCE AND COUNTDOMA ABORTED. CTICH-UMCNOWN. CTI	CORRECTIVE ACTION-REPAIR	HIRING.					
CITCH-GD/C MANUFACTURING PERSONALL WENE CAUTIONED OF THE INFRACTION OF MPS 18.02.2 CITCH-GD/C MANUFACTURING PERSONALL WENE CAUTIONED OF THE INFRACTION OF MPS 18.02.2 TICH DAZDO/181-4ND-05-47 COMPOSITE—FRD/DPL 47D 5768-1 YES FINANCE—NISSILE REMAINED ON GROUND POWER. CT-COMPIT SEQUENCE AND COUNTDOWN ABORTED. CTICH-UNKNOWN. TICH ARNESS	ELECTRICAL-A/B POLER DISTRIBUTION	98-14-047 UMBILICAL RECEPTACLE	FAR 7-06320-5	\$50 600601	FACTORY	5/05	00000
CTION-GD/C MANUFACTURING PERSONALL MERE CAUTIONED OF THE INFRACTION OF 1978 18.02.2 TION DAZGO/81-4NO-05-47 COMFOSITE-PRD/DPL 47D 5768-1 TES FAILED TO OPERATE AT PRESCRIBED TIME. MISSILE FAILED TO TRANSFER TO INTERNAL POWER. CT-COMMIT SEQUENCE AND COUNTDOWN ABORTED. CTION-UNKNOWN. TION AE00-036/FC-5CO-01-03 COMPOSITE-FACTORY SE AESULT THE ARMA GUIDANCE TOR RECEIVED AFTER STAGING. THOME HARKESS THOME STAGING.	FAILURE MODE-STRUCTURAL	FAILURE PREVENTED MATING OF THE BU	STAINER AND VERNIER	ENGINE CO	TROLS UM	JILICAL.	
PAZOD/81-4MO-03-47 SMITCH, CHAMGEOVER FAILED TO GPERATE AT PRESCRIBED TIME, MISSILE FAILED TO TRANSFER TO INTERNAL POWER. T-MOME-MISSILE REMAINED ON GROUND POWER. CT-COMMIT SEQUENCE AND COUNTDOWN ABORTED. CTION-UNKNOWN. TION AEBO-036/FC-5CO-01-03 COMPOSITE-FACTORY SE ### ARMS A ARMA GUIDANCE DISCONMECT WAS OPEN, AS A RESULT THE ARMA GUIDANCE TON RECEIVED AFTER STAGING. T-MOME. T-MOME. T-MOME AEMAINED. T-MOME. T-MOME. T-MOME AT AND RESCHEDULED. RENUM OF COMPOSITE HADE SATISFACTORILY.	CORRECTIVE ACTION-GD/C N	ANUFACTURING PERSONNLE NERE CAUTION	ED OF THE INFRACTIC	SdH 40 R	16.02.2		
-FAILED TO OPERATE AT PRESCRIBED TIME, MISSILE FAILED TO TRANSFER TO INTERNAL POWER. T-NOME-HISSILE REMAINED ON GROUND POWER. CT-COMMIT SEQUENCE AND COUNTDOMA ABORTED. CTIOM-UMENDAM. AEGG-036/FC-5CO-01-03 COMPOSITE-FACTORY 3E YES TIOM HARNESS GODGET NO GODGET NO FRECEIVED AFTER STAGING. -OPEN (ELECTRICAL). SIGNAL WIRE AT ARMA GUIDANCE DISCONNECT MAS OPEN. AS A RESULT THE ARMA GUIDANCE TOR RECEIVED AFTER STAGING. T-NOME. T-NOME. TT-COMPOSITE DELATED AND RESCHEDULED. RERIN OF CONPOSITE HADE SATISFACTORILY.	ELECTRICAL-A/B POWER DISTRIBUTION	DAZOD/B1-4NO-05-47 SMITCH, CHANGEOVER	COMPOST TE-FRD/DPL	470	5768-1	YES HO	981384
T-NOME-MISSILE REMAINED ON GROUND POWER. CT-COMMIT SEGLENCE AND COUNTDOMA ABGRIED. CTION-UNENDAM. AEGG-036/FC-5CO-01-03 COMPOSITE-FACTORY 3E YES TION HARNESS NO OPEN (ELECTRICAL). SIGNAL WIRE AT ARMA GUIDANCE DISCONNECT WAS OPEN, AS A RESULT THE ARMA GUIDANCE TOR RECEIVED AFTER STAGINS. T-NOME. T-NOME. T-COMPOSITE DELAYED AND RESCHEDULED. RERUN OF CONPOSITE WADE SATISFACTORILY.	FAILURE MODE-FAILED TO G	PERATE AT PRESCRIBED TIME. MISSILE	FAILED TO TRANSFER	TO INTERN	IL POLER.		
CTI-COMIT SEQUENCE AND COUNTDOM ABCRTED. CTION-UMENOMA. AE80-038/FC-5CO-01-03 COMPOSITE-FACTORY 3E YES TION HARNESS HARNESS THOM HARNESS THOM HARNESS THOM HARNESS THOM BESCHEDULED. SIGNAL WIRE AT ARMA GUIDANCE DISCONNECT WAS OPEN. AS A RESULT THE ARMA GUIDANCE TOR RECEIVED AFTER STAGING. THOME. THOM SIGNAL WIRE REPAIRED.	SYSTEM EFFECT-NONE-MISSI	LE REMINED ON GROUND POLEK.					
AEGG-D36/FC-SCO-D1-D3 COMPOSITE-FACTORY 3E YES HARNESS T-NOME. T-NOME. T-COMPOSITE DELATED AND RESCHEDULED. RERUN OF COMPOSITE HADE SATISFACTORILY.	VEHICLE EFFECT-COMMIT SE	QUENCE AND COUNTDOWN ABORTED.					
AESO-035/FC-SCO-01-03 COMPOSITE-FACTORY SE YES NO HARNESS NO PARNESS NO GOGGET NO GOGGET NO GOGGET NO HARNESS NO HARNESS NO COMPOSITE NAS OPEN, AS A RESULT THE ARMA GUIDANCE TOR FECEIVED AFTER STAGING. 1-NOME. 17-COMPOSITE DELAYED AND RESCHEDULED, RENUN OF COMPOSITE NADE SATISFACTORILY.	CORRECTIVE ACTION-UNKNOW	····					
A.). SIGNAL WIRE AT ARMA GUIDANCE DISCONNECT HAS OPEN. AS A RESULT THE ARMA GUIDANCE STAFINS. ATED AND RESCHEDULED. RERUN OF COMPOSITE HADE SATISFACTORILY.	ELECTRICAL-A/B POWER DISTRIBUTION	AE60-036/FC-5CO-01-03 HARNESS	COMPOSITE-FACTORY	3E 600427		YES NO	696504
SYSTEM EFFECT-NOME. WEMICLE EFFECT-COMPOSITE DELAYED AND RESCHEDULED. RERUN OF COMPOSITE HADE SATISFACTORILY. CORRECTIVE ACTION-SIGNAL WIRE REPAIRED.	FAILURE MODE-OPEN (ELECTION OF NECESTYED AFT	RICAL). SIGNAL WIRE AT ARMA GUIDANC TER BTAGINS.	E DISCONNECT MAS OF	EN. AS A F	ESULT TH	E ARMA GUIDANCE TO	
WEWICLE EFFECT-COMPOSITE DELATED AND RESCHEDULED. RERUN OF COMPOSITE HADE SATISFACTORILY.	BYSTEH EFFECT-NONE.						
CORRECTIVE ACTION-SIGNAL WIRE REPAIRED.	WHICLE EFFECT-COMPOSITE	DELAYED AND RESCHEDULED. RERUN OF	COMPOSITE HADE SATE	8FACTOR1L1			,
	CORRECTIVE ACTION-BIGHAL	WIRE REPAIRED.					
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GENERAL DINAHICS

13 JUN 1986

	DIFFECULING MEVICAL STRICKL STRICKLES OF THE CARE	ICINICAL BIBIEM-AIMON	-				
8781EM 848-8187EM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NOMBER	VEHICLE DATE DIF	\$17E TIME DIF	PRI VENDOR OTH VENDOR	PRI VENDOR NAME OTH VENDOR PART NO	
ELECTRICAL-A/B PORER DISTRIBUTION	98-14-044 Harness	FAR E7-11211-807	560 600404	ETA	YES 60/C		50000
FAILURE MODE-STRUCTURAL. FA UST.	L, FAILURE OF THE HARNESS WAS CAUSED BY HARNESS CHAFFING ON A CRACKED VERHIER TRANSDUCER COND	D BY HARNESS CHAFFIN	S ON A CRAC	KED VERH	IEA TRANS	DUCER COM	
CORRECTIVE ACTION-REINSPECTION OF	SPECTION OF ALL MISSILES FOR ABRASIVE CONDITIONS AND REPLACEMENTS AS REQUIRED.	VE CONDITIONS AND REL	PLACEMENTS.	AS REQUE	RED.		
ELECTRICAL-A/B POMER DISTRIBUTION	AE60-0330/FC-4CO-01-62 Harness	COMPOSITE-FACTORY	620 600330		7E 0		665956
FAILURE MODE-ELECTRICAL OFE	FAILURE MODE-ELECTRICAL OPEN, NO ROLL FUNCTIONS RECORDED. NO POSITIVE ROLL GYRO SIGNAL RECORDED. INVESTIGATION REVE LED THE POSITIVE ROLL GYRO SIGNAL WIRE BETWEEN POOL PIN-8, AND PECI, PIN (F), WAS OPEN.	HO POSITIVE ROLL GY, AND PECS, PIN (F).	RO STEMAL F WAS OPEN.	ECORDED.	INVESTIG	ATION REVE	
SYSTEM EFFECT-IMPROPER AMALOG SIGNALS.	AMLOG SIGHALS.						
VENICLE EFFECT-COMPOSI	WENICLE EFFECT-COMPOSITE RESCHEDULED. THE A/P ROLL PROGRAM WAS NOT ACCOMPLISHED	H WAS NOT ACCOMPLISH	ė				
CORRECTIVE ACTION-LAKINGAN.	COMPOSITE RE-RUN SATISFACTORILY	AFTER CORRECTING	PROBLEH.				
ELECTRICAL-A/B	98-14-039 VERNIER TRANSDUCER CONDUIT	FAR 27-61593-3	51D 600315	FACTORY	YES 60/C		596761
FAILURE MODE-STRUCTURAL LECTRICAL MARNESS.	FAILURE HODE-STRUCTURAL. COMDUIT WAS BROKEN FROM CONDUIT RING AND CRACKED IN A CONVOLUTED SECTION CAUSING MEAR TO E ECTRICAL MARNESS.	RING AND CRACKED IN	A CONVOLUTI	ED SECTIO	A CAUSIN	P MEAR TO E	
CORFECTIVE ACTION-REDESIGN SURFACE AT ROTATING JOINT.	SIGN OF COMPONENT. REPLACING CONVOLUTED SECTION WITH PLEXIBLE WIRE BRAID AND A TEFLON BEARING. HMT. RETROFIT TO MISSILE 33D	UTED SECTION WITH P.	EXIBLE WIR	E BRAID	AND A TEF	LON BEARING	
ELECTRICAL-A/B POMER DISTRIBUTION	96-14-039 VERMIER TRANSDUCER CONDUIT	FAR 27-61393-3	420 600315	FACTORY	YES 60/C	v	0.1.00
FAILURE HODE-STRUCTURA	FAILURE MODE-STRUCTURAL. COMDUIT WAS BROKEN FROM COMDUIT RING AND CRACKED IN A CONYCLUTED SECTION.	RING AND CRACKED IN	A CONYCLUT	ED 16C71	Ė		
CORRECTIVE ACTION-REDESIGN SURFACE AT ROTATING JOINT.	SIGN OF CONFONENT, REPLACING CONVOLUTED SECTION WITH FLEXIBLE WIRE BRAID AND A TEFLON BEARING. HMT. RETROFIT TO MISSILE 33D.	UTED SECTION WITH FL	CXIBLE WIR	E BRAID	AND A TEF	LOH BEARING	
						PAGE 0186	

3737EN 346-3737EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE SITE PRI VENDOR MANE	
ELECTRICAL-A/B POMER DISTRIBUTION	98-14-040 HARNESS	FAR 27-62711	SYCAMORE YES 60/C	60
FAILURE MODE-ELECTRICAL SHORT	SHORT CIRCUIT BETWEEN THO WIRES AT THE COMMECTOR.	THE CONNECTOR. WHER	WHERE CONNECTED TO DECODER.	·
CORRECTIVE ACTION-60/C CLOSER	SURVEILLANCE OF	HANUFACTURING THROUGH QUALITY CO	CONTROL PROCEDURES.	
ELECTRICAL-A/B POMER DISTRIBUTION	98-14-040 Harness	FAR 27-61702	600303 ETR YES 60/C	909908
FAILURE MODE-ELECTRICAL SHORT		THE CONNECTOR WHERE	CIRCUIT BETWEEN TWO WIRES AT THE COMMECTOR WHERE PLUG IS COMMECTED TO DECODER.	our d'Assert de l'Étra space
CORRECTIVE ACTION-6D/C	CLOSER SURVEILLANCE OF MANNFACTURING	OF MANUFACTURING THROUGH QUALITY CO	CONTROL PROCEDURES.	
ELECTRICAL-A7B POWER DISTRIBUTION	98-14-04 2 Harness	FAR 27-61755-889	51D FACTORY YES 5D/C 6003D2 HO	999607
FAILURE MODE-ELECTRICAL OPEN.	OPEN. INTERNITTENT COMMECTION FROM LODGE WIRE	AT PLUS	SARPT TO GUIDANCE.	
CORRECTIVE ACTION-INPROVEMENT CT SOLDERING METHODS.	VEHENT OF SOLDERING TECHNIQUES BY CONDUCTING INSTRUCTION CLASSES	ADUCTING INSTRUCTION	" CLASSES TO TRAIH PERSONNEL ON CORRE	enterprised and the sale of the sale of the sale of the sale of the sale of the sale of the sale of the sale of
ELECTRICAL-A/B POLER DISTRIBUTION	98-14-041 HARNESS	FAR 27-52711-895	440 ETR YES GD/C 600301 HD	909968
FAILURE MODE-ELECTRICAL OPEN. LOT BERVO INTEGRATOR.	OPEN. INTERHITTENT CONNECTION FROM LOOSE	WIRE AT PLUS	CAUSING INTERMITTENT SIGNAL TO AUTOFE	
CORRECTIVE ACTION . JEHTER INSPECTION	OF ELECTRICAL HARNESS	HANUFACTURING.		
ELECTRICAL-A/B POWER DISTRIBUTION	9B-14-035 CHANGEOVER BWITCH	FAR 27-06166-1	600216 FACTORY YES KINETICS	
FAILURE MODE-FAILED TO OPERATI ER.		WITCH CONTACTS FAIL!	AT PREBCRIBED TIME. THE AC SWITCH CONTACTS FAILED TO BREAK BEFORE MAKE DURING TRANSF	·
			PAGE 0107	······································

	90490	0.4	~~		694354		982411							
VENDOR NAME	TEST EQUIPMENT.	ELECTRIC STORA	LOWER, THE BATTERY W STILL INDICATED AN O	AHRENHEIT, ALL IT.	YES BENDIX NO	IN ACCORDANCE MITH HPS NO.		TIED AT 278.4 REGISTER.	LIGHT PROGRAMM				AF LEAD FROM T	
SITE PRI TIME DIF OTH	1	TES ON		OEGREES F ES FAHRENHE	FACTORY YES	ACCORDANCE	5764-3 YES 278.4 YES	IND TRANSKIT	HALL PROM P			13 YES -4E00 NO	AE CENTER T	
VEHICLE S	THROUGH THE	600200 ETR	60 DEGREES FAHRENMEIT OR IXTEEN HOURS, THERMOSTAT	L INE INERMOSIAI AT ZERO DEGREES FAHR OPERATION AT ZERO DEGREES FAHRENHEIT.	600129 FA(•	60 600126 276	S GENERATED AND DOMNSTREAM OF	L BACK-UP 510			44D 13	18 LINE 18 TH	
DIF DATA SOURCE -PART NUMBER	STRINGENT QUALITY CONTROL PROCEDUZES THROUGH THE USE OF	FAR 27-06360-1	AT AN AMDIENT TEMPERATURE OF 80 DEGREES FAHREMHEIT OR ZERO DEGREES FAHREMHEIT FOR BIXTEEN HOURS. THERMOSTAT		FAR 3106E-36-11P	ITWEEN CONTACT PINS FROM MOISTU TO ASSURE THAT ASSEMBLY WOULD	P.1941	KE VSCO DISCRETE WA LECTRICAL CIRCUITS	NTINCED FIRING UNTI			COUNTDOMN	SUSTAINER HALF), TH	B ERRATIC.
TEST/REPOR" NUMBER FAILED CONPONENT NAME	INITIATED MORE	98-16-013 BATTERY THERMOSMITCH	SWITCH CLOSED AT	CYCLED THREE	98-14-034 ELECTRICAL COMMECTOR	ELECTRICAL SHORT CIRCUIT BE TE ACTION WAS TAKEN BY 60/C	AE60-0039/AK-403-00-08 ELECTRICAL CIRCUITRY	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE GUIDANCE VECO DISCRETE WAS GENERATED AND TRANSMITTED AT 278.4 ECONDS BUT FAILED TO INITIATE VECO POSSIBLE DUE TO FAULTY ELECTRICAL CIRCUITS DONNSTREAM OF THE SHIFT REGISTER.	SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS. VERNIER ENGINES CONTINUED FIRING UNTIL BACK-UP SIGNAL FROM FLIGHT PROGRAMM A WAS ACCOMPLISMED AT 294.4 SECONDS.	RMIER ENGINE CUTOFF.	CHM,	F1A6542/F3-401-00-44 5:8CONNECT - 81A61NG	CT) A LOOSE LEAD AT PIN 31 OF JZDIZ (SUSTAINER HALF). THIS LINE IS THE CENTER TAP LEAD FROM BACK TRANSDUCER TO THE SERVO CANISTER.	operation. By Yaw Engine operation was erratic.
3737EM 308-3737EM	CORRECTIVE ACTION-6D/C HAS	ELECTRICAL-A/B POMER DISTRIBUTION	FAILURE MODE-OPEN (ELECT.)- AS SUBJECTED TO AN AMBIENT T PEN CIRCUIT CONDITION.	BATTERIES WILL BE TEMPERATURE	ELECTRICAL-A/B	FAILURE MODE-CONTAMINATION. CORRECTIVE ACTION-APPROPRIA 25.08A.	ELECTRICAL-A/B HOMER DISTRIBUTION	FAILURE MODE-FAIL TO OPERAT SECONDS BUT FAILED TO INITIA	SYSTEM EFFECT-IMPROPER DISCI	WEHICLE EFFECT-LATE VERNIER	CORRECTIVE ACTION-UNKNOWN.	ELECTRICAL-A/B	FAILURE MODE-OPEN (ELECT)	SYSTEM EFFECT-ERRATIC OPERA

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873TEH 3UB-373TEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE DATE DIF	2 5 X	VENDOR NAME VENDOR PART NO	
VENICLE EFFECT-COUNTDO	VEHICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED.		,				019063
CORRECTIVE ACTION-COM	CORRECTIVE ACTION-COMMECTION REPAIRED. REF. PRELIMIMARY FAILURE ANALYSIS REPORT NO. FC781CAL-A/B	FAILURE ANALYSIS REPO	17 NO. A-371.				······································
POWER DISTRIBUTION	FIRSTELL CHANGEOVER, MISSILE FORER	COMPOSITE-B FACT	42D 600122	11/ETR -300	¥6.		834679
FAILURE HODE-OUT OF SPECIFICATI	ECIFICATION. BREAK TIMES OF AC ELECTRICAL CONTACTS WERE OUT OF	CTRICAL CONTACTS WERE		SPECIFICATIONS.	¥8.		
SYSTEM EFFECT-ERRATIC OPERATION	OPERATION. DURING POWER CHANGEOVER FROM MISSILE INTERNAL POWER TO COMPLEX EXTERNAL POWER MISS CORRECT. ALL PULSE BEACON DC POWER SUPPLIES FED BY PHASE B WERE BURNED OUT.	FROM MISSILE INTERNAT SUPPLIES FED BY PHASE	POWER TO	COMPLEX E	XTERN	AL POWER HISS	
VEHICLE EFFECT-COUNTED	VEHICLE EFFECT-COUNTDOWN DELAYED. 42 HINUTE HOLD OF WHICH SOME MAY HAVE BEEN FOR PROGRAMMER PROBLEM.	H SCHE MAY HAVE BEEN I	OR PROGRAM	MER PROBL	Ë.		
CORRECTIVE ACTION-SWITCH REPLAC	CH REPLACED AFTER TEST.						
ELECTRICAL-A/B POMER DISTRIBUTION	AZC-27-117 P3-401-D0-43 INVERTER	F.194T	430	135	2 €		897656
FAILURE MODE-SHORT (ELECT). MPACT PREDICTOR HARNESS.	ECT). A SEVERE TRANSIENT OCCURRED IN THE ELECTRICAL SYSTEM AS A RESULT OF	IN THE ELECTRICAL SYS'	EK AS A RE	SULT OF A	8	A SHORT IN THE GE I	
SYSTEM EFFECT-ERRATIC OPERATION VOLTAGE TO 22.3 VOLTS. TRANSIEN E THE ELECTRICAL OR ANY USER SYS	SYSTEM EFFECT-ERRATIC OPERATION. INVERTER FREQUENCY DROPPED BELOM 370 CPS, AC VOLTAGE DROPPED TO 104.6 VOLTS AND DC VOLTAGE TO 22.3 VOLTS. TRANSTENT LASTED FROM 135.57 BECONDS TO 137.0 SECONDS. THE SHORT APPARENTLY TERMINATED BEFOR E THE ELECTRICAL OR ANY USER SYSTEM MAS DAMAGED.	PED BELOW 370 CPS, AC NDS TO 137.0 SECONDS.	VOLTAGE DR THE SHORT	OPPED TO APPARENTL	104.6 Y TER	VOLTAGE DROPPED TO 104.6 VOLTS AND DC THE SHORT APPARENTLY TERMINATED BEFOR	
VEHICLE EFFECT-NONE.						<i>₫</i>	
CORRECTIVE ACTION-UNKNOWN.							
ELECTRICAL-A/B POWER DISTRIBUTION	98-20-013 Handrel-o-Rimg	FAR 27-43016	291200	ETR	3 0 X	5/09	895423
FAILURE MODE-SHORT (ELECT)-F. ER MAS PRESSURIZED TO 0D PSI.	FAILURE HODE-SHORT (ELECT)-FAILURE WAS EVIDENCED BY A SHORT CIRCUIT TO GROUND IN THE LOX ANNOMETER WHEN THE MANOMET	ORT CIRCUIT TO GROUND	IN THE LOX	AMMOMETE	Ω 2	N THE MANCHET	
CORRECTIVE ACTION-60/C.	CORRECTIVE ACTION-60/C IS TAKING CORRECTIVE ACTION THROUGH QUALITY CONTROL PRECEDURES TO REDUCE FAILURE OF THIS TYP	H QUALITY CONTROL PRE	CEDURES TO	REDUCE F	ATLUR	E OF THIS TYP	
						FAGE GLOS	

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DIFFICULTIES REVIEW-ELECTRICAL BYSTEM-AIRBORNE

3737ER 308-3737ER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	e o H	VENDOR NAME	
ELECTRICAL-A/B POMER DISTRIBUTION	9D-ED-DE4 LOE SENSING PROBE	FAR 7-43021-813		WTR	ž Š		•\$059
FAILURE MODE-OFEN (ELECT.). FA	ECT.). FAILURE WAS CONFIRMED AS CAUSED BY MECHANICAL SHOCK OR	ED BY MECHANICAL SMOC	K OR VIBRATION.	110k.			
CORRECTIVE ACTION-ACTION TAKEN	ION TAKEN THROUGH MANUFACTURING PROCEDURES TO INSURE THE MELDED ATTACH POINTS OF	EDURES TO INSURE THE	WELDED ATT	ACH POIN		THE ELEMENTS.	
ELECTRICAL-A/B	AZM-E7-427/FC-4CO-01-46 POMER CHANGEOVER SMITCH	COMPOSITE-FACTORY	460 591119		ž č		60403
FAILURE MOE-FAIL TO OPERATE AT PRESCRIBED THE INTERNAL 115 VAC TRACE NENT OFF SCALE, ER.	OPERATE AT PRESCRIBED TIME, TWO POME TRACE WENT OFF SCALE, A RELAY IN THE	TIME. TWO POWER CHANGE-OVER ATTEMPTS WERE MADE. DURING THE A RELAY IN THE POWER CHANGE-OVER SWITCH STUCK WHICH CAUSED	S WERE MAD ITCH STUCK	E. DURIN	C THE	FIRST ATTEMPT	······································
SYSTEM EFFECT-CPERATION DOES NOT START.	ON DOES NOT START.						
VEHICLE EFFECT-COMPOSITE DELAY	ITE DELATED.						
CORRECTIVE ACTION-UNKNOWN	OA.						
ELECTRICAL-A/B POLER DISTRIBUTION	5-1604/51-403-A2-56 LOX OVERFILL PROBE 5ENSOR	CAPTIVE	360 591105	3YC	£ 5	ý	40 66
FAILURE MODE-OPEN ELECT. ONE SECTION OF THE EALED BOTH SECTIONS OF THE PRODE WERE OPEN.	IT. ONE SECTION OF THE OVER FILL PROTEIN.	OF THE OVER FILL PROBE BECAME OPEN PRICR TO THE OPEN.	TO THE 1	8	TE3T	POST TEST INSPECTION REV	
SYSTEM EFFECT-IMPROPER DISCRETE	DISCRETE SIGML.						 -
VEHICLE EFFECT-NOME. P	VEHICLE EFFECT-NOME. PRIMARY BYBTEM PERFORMED THE REQUIRED FUNCTION.	FUNCTION.					
CORRECTIVE ACTION-PROBE REPLACED.	E REPLACED.						
ELECTRICAL-A/B POWER DISTRIEUTION	9D-14-024 CHANGEOVER BUITCH	FAR 27-06106-601	12D 391020	ETA	¥ 5	YES KINETICS	894897
FAILURE MOLE-FAIL TO OPERATE AT	PERATE AT PRESCRIBED TIME, FAILED TO TRANSFER FROM INTERNAL TO EXTERNAL.) TRANSFER FROM INTER	HAL TO EXT	ERNAL.			
CORRECTIVE ACTION-GO/C HAS INIT	HAS INITIATED A CHAMGE TO CHECK-OUT PROCEDURE TO ELIMINATE THE INCORRECT TRANSFER SIGNAL.	PROCEDURE TO ELIMIN	ATE THE IN	CORRECT	TRANS	FER BICHAL.	
							
						PAGE 0190	

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\$751EM \$48-5737EH	TEST/REPORT NUMBER FATLED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE SITE	OIF OTH	VENDOR NAME	
ELECTRICAL-A/B POMER DISTRIBUTION	AZC-27-082/P1-48N-01-28 HARNESS	COMPOSITE-J FACT	260 11 391019	. S		001434
FAILURE MODE-ELECTRICAL SHORT. ATION STSTEM, WHEN YOLTAGE WAS A T FOR SEQUENCE OF START TANKS PR	SHORT. AN EXTRANEOUS AUTOPILOT GROUND WIRE E MAS APPLIED, THE CURRENT DRAIN TO GROUND ANKS PRESSURIZATION.	3 3	MAS WIRED INTO THE VERNIER WAS BUFFICIENT TO PREVENT A	E START ACTIVA	WIRED INTO THE VERNIER START TANKS PRESSURIZ SUFFICIENT TO PREVENT ACTIVATION OF THE RELA	
SYSTEM EFFECT-OPERATION	SYSTEM EFFECT-OPERATION DOES NOT START. SEQUENCE OF START TANKS PRESSURIZATION MAS PRECLUDED.	HKS PRESSURIZATION	I WAS PRECLUDED	â		
VEHTCLE EFFECT-COMMANDS NOT REC	NOT RECEIVED. ENGINES DO NOT START.					***************************************
CORRECTIVE ACTION-RENOVED WIRE.	D WIRE.					
ELECTRICAL-A/B FONER DISTRIBUTION	AZC-27-082/P1-48N-01-26 CONNECTOR/PLUG	COMPOSITE-1 FACT	260 11 591019	₹ €	CAMICH	3::4
FAILURE MODE-FAILED DURING OPER T WIRED BOIL-OFF VALVE.	HE OPERATION. CANNON PLUG PEGT-1 BURNED OUT DUE	4 0T	ONSTANT SHORTIL	KO CAUSH	CONSTANT SHORTING CAUSED BY INCORRECTL	
SYSTEM EFFECT-IMPROPER DISCRETE	ISCRETE SIGNALS. CONTROL OF BOIL-OFF VALVE COULD NOT BE MAINTAINED.	VALVE COULD NOT E	E MAINTAINED.			.
WEMICLE EFFECT-NOME.						اسب والسريد
CORRECTIVE ACTION-REPLACED PLUG.	D PLUG.					
ELECTRICAL-A/B POMER DISTRIBUTION	AZH-27-368/FC-4CO-01-39 HARNESS	COMPOST TE-FACTORY 27-61711	39D 166.8 591008	ž č	5/09 1	669728
FAILURE MODE-FAIL TO OPERATE AT MAN AT 185 SECONDS. CAUSED BY A I	RATE AT PRESCRIBED TIME-PRESSURIZE VERNIER TANKS COMMAND OCCURRED AT 166.8 SECONDS RATHER Y) BY A FAULTY HARNESS.	ERNIER TANKS COM	ND OCCURRED AT	166.8	ECONDS RATHER Y	
SYSTEM EFFECT-IMPROPER DISCRETE	SCRETE SIGNALS.					-
VEHICLE EFFECT-COMPOSITE RESCHEDULE.	RESCHEDULE.					~~~
CORRECTIVE ACTION-HARNESS 27-61	1 27-61711 REWORKED TO BLUEPRINT CORRECTING DISCREPANCY. COMPLETE COMPOSITE RETEST WAS PERF	RECTING DISCREPANC	Y. COMPLETE CO	POS I TE	RETEST MAS PERF	~~~~
ELECTRICAL-A/B POLER DISTRIBUTION	AZH-27-348/FC-4CO-02-38 Harnesa	COMPOSITE-FACTORY	350 581006	Y ES		
FAILURE MODE-ERRATIC OPERATION-1 MIBBILE MARNEBBING.	ATIOM-VARIATIONS IN RATE BEACON POWER DATA WERE OBSERVED DUE TO IMPROPER CONFIGURATION OF	ER DATA MERE COSER	YED DUE TO THIS	OPER C	MFIGURATION OF	
STSTEM EFFECT-IMPROPER ANALOG SI	aloe signals.					
					PAGE 0191	

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SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 01F	PRE VENDOR NAME OTH VENDOR PART NO	
VEHICLE EFFECT-COMPOSITE RESCHEDULED.	EDULED. COMPOSITE RE-RAM.					*****
CORRECTIVE ACTION-MISSILE MARNESS WIRING CHANGED TO LATEST CONFIGURATION.	ESS WIRING CHANGED TO LATEST	CONFIGURATION.				
ELECTRICAL-A/B SE-408 POAER DISTRIBUTION MIRING	P-C8-E4	CAPTIVE	240 59100 6 2	8-E 201.14	YES	805988
FAILURE MODE-OPEN (ELECT), OPEN WE BASE OF PIN C.	N CIRCUIT TO THE VERNIER SOLO ACTUATION VALVE SQUIB IN THE COMMECTOR AT THE LEAD AT	O ACTUATION VALVE SA	UIB IN THE	COMME:CTO	AT THE LEAD AT T	
SYSTEM EFFECT-IMPROPER DISCRETE	SIGNAL, THE	SQUIB IN THE VERNIER SOLO ACTUATION VALVE DID NOT FIRE DUE TO THE IMBI	N VALVE DID	NOT FIRE	E DUE TO THE IMABI	
VEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-RECOMMANDATIONS FOR CORRECTIVE ACTION ARE PRESENTED IN FAILURE ANALYBIS REPORT (FARNO, BS-16-039)	ONS FOR CORRECTIVE ACTION AR	E PRESENTED IN FAILU	RE AMLYSIS	REPORT	(FARNO, 58-10-039)	
ELECTRICAL-A/B S2-408 POWER DISTRIBUTION PLUG,	B-CB-24 MECHANICAL	CAPTIVE	24D 591006 2	5-2	YES	094793
FAILURE MODE-CONTAMINATION. PLUG 702, ED AND DETERIATED.	UG 702, WHICH IS THE COMMECTING PLUG BETWEEN THE SERVO AMPLIFIER	ING PLUG BETNEEN THE	SERVO AHPL		AND SERVO WAS CORROD	
SYSTEM EFFECT-OPERATION TOO LON. E OF INPUT.	CONTAHINATION OF	PLUS TOE RESULTED IN A LOM ENGINE MOVEMENT RATE DURING A STEP	HEINE MOVEN	ENT RATE	DURING'A STEP TYP	
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-THE PLUG MAS	REMOYED AND REPLACED.					
ELECTRICAL-A/B ACZ-27-	7-078/P3-404-00-17 IT BOARD, PROGRAMMER	711947	170 1 50916 2	13	753 753	98834
FAILURE MOEFFAIL TO OPERATE AT AILURE OF THE ELECTRICAL SIGNAL!	PRESCRIBED TINE. INITIATED BY THE	THE VAMPS DID NOT ACTIVATE AT SUSTAINER CUTOFF DUE TO A POSSIBLE PROGRAMMER TO REACH THE EXPLOSIVE VALVE.	SUSTATHER SIVE VALVE.	CUTOFF D	AE TO A POSSIBLE F	
STATEM EFFECT-MOME,						
VEHICLE EFFECT-LOSS OF VEHICLE ER SOLO PHASE OF FLIGHT.	STABILITY. THE LACK OF HYDRA	THE LACK OF HYDRAULIC PRESSURE PRECLUDED VERNIER CONTROL DURING THE VERNI	UDED VERNIE	R CONTRO	DURING THE VERNI	
CORRECTIVE ACTION-INSTRUMENTATI	ON MAS ADDED ON 18D TO HONITOR	THE SIGNAL	TO THE EXPLOSIVE VALVE.	VALVE.		
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					PAGE 019E	

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3737EH 8.68-3737EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE	VEHICLE SITE DATE DIF	FRI VENDOR MANE	processor and the second
CLECTRICAL-A/B POLER DISTRIBUTION	A2N-27-356/FC-4CO-01-34 Harness	COMPOSETE-FACTORY 7-41015	34D 590812	YES 60/C NO	
FAILURE MODE-ELECTRICAL OPEN. ATTOMS OF BOOSTER NO E YAM/ROL	BRCKEN VIRE	RRATIC ACTUATOR MOM	EMENTS AND RESUL	TO PODIS CAUSED ERRATIC ACTUATOR HOVEHENTS AND RESULTED IN AMPLITUDE VARI NO 2 PITCH/ROLL.	
SYSTEM EFFECT-IMPROPER ANALOG	ANALOG SIGNALS				
VEHICLE EFFECT-COMPOSITE RESCHEDULED. CORRECTIVE ACTION-AIRBORNE HARNEAS BEFAIRED.		A COMPLETE CAMPONITY BETTER THE BETTER THE			
ELECTRICAL-A/B POLER DISTRIBUTION		P.IGHT	100 14 590909 136	YES YES	697769
FAILURE MODE-FAIL TO OPERATE AL CURRENT TO THE COMAK VALVE	AT PRESCRIBED TIME. OF THE BOOSTER SECTI	AILURE OF THE ELECTION BYATEM.	RICAL CIRCUITRY	POSSIBLE FAILURE OF THE ELECTRICAL CIRCUITRY IN PROVIDING ELECTRIC ON BEPARATION BYSTEM.	
SYSTEM EFFECT-MOME.					***********
VENTCLE EFFECT-INPROPER TRAJE MEJEHT OF THE BOOSTER SECTION	TRAJECTORY. THE BOOSTER SECTION DID NOT SEPURATE FROM THE VEHICLE. AS A RESULT OF THE ADDED ECTION, IMPACT OCCURRED APPROXIMATELY SOD NAUTICAL MILES SHORT OF THE PLANNED RANGE.	NOT SEPARATE FROM .	THE VEHICLE. AS.	A RESULT OF THE ADDED LANNED RANGE.	
CORRECTIVE ACTION-NOME.				ž	
ELECTRICAL-A/B POWER DISTRIBUTION	9D-14-023 UMBILICAL CABLE ASSEMBLY	FAR 27-06121-3A	12D FACTORY 590908	T YES PACIFIC AUTONA NO TION P1007	55877
FAILURE MODE-ELECTRICAL OPEN UNIT.	OPEN CIRCUIT FROM MALPOSITIONED CONTACT PINS WHICH PREVENTED ELECTRICAL CONTACT WITH MATING	FACT PINS WHICH PRE	VENTED ELECTRICA	L CONTACT WITH MATING	and the second second second second second second second second second second second second second second seco
CORRECTIVE ACTION-60/C HAS PROPOSED	HAS PROPOSED A DESIGN MODIFICATION TO CORRECT THE DEFICIENCY.	S CORRECT THE DEFIC	IENCY.		
ELECTRICAL-A/B POMER DISTRIBUTION	FTA-6084/P2-302-00-11 UMBILICAL	COUNTDOWN	11C 12 590821 0	22	***************************************
FAILURE MODE-OPEN IELECTI	FAILURE MODE-OPEN (ELECTRICAL) LOOSE UMBILICAL PREVENTED SIGNALS FROM REACHING GROUND BOX CAUSING AN IGNITION CUTOF	MALS FROM REACHING	GROUND BOX CAUS	ING AN IGNITION CUTOF	
AYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	DISCRETE SIGNALS.				
WEMICLE EFFECT-COUNTDOWN	WEMICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED.				
CORRECTIVE ACTION-CORRECT	CORRECTIVE ACTION-CORRECTED LODGE UNBILICAL DISCREPANCY.				
				PAGE 0103	t

\$757EH \$UB-373TEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIP TI	817E 11ME 01F	PRI VENDOR MAME OTH VENDOR PART NO	8
ELECTRICAL-A/B FOMER DISTRIBUTION	98-14-022 BTASING CONNECTOR	FAR 7-06846-9	590604 FA	PACTORY	YES AMPHENOL.	00300
FAILURE MODE-FAIL TO OPERATE	RATE AT PRESCRIBED TIME, BTAGING DISCONNECT FAILED TO SEPARATE AT THE REQUIRED FONCE.	SCONNECT PAILED TO	SEPARATE AT	THE RE	IRED FOACE.	
CORRECTIVE ACTION-VENDOR WILL	WILL USE MORE COMPATIBLE MATERIALS IN COMMECTOR MAMMFACTURE.	IN CONNECTOR HANDE	ACTURE.			***************************************
ELECTRICAL-A/B POMER DISTRIBUTION	9A-20-009 WNOREL	FAR 27-43016-503	590725 ETR		YES GO/C	207586
FAILURE MODE-SHORT (ELECT)-	FAILURE MODE-SHORT (ELECT)-DURING PRESSURIZATION OF THE SET, A SHORT CIRCUIT WAS FOUND IN THE MUBELONS DIELECTRIC MATING OF THE LOX MANDMETER.	, A SHORT CIRCUIT M	AS FOUND IN	THE HUBI	LONS DIELECTRIC	<u> </u>
CORRECTIVE ACTION-60/C TO A IN WATCH THE PROPELLANT	CORRECTIVE ACTION-60/C TOOK CORRECTIVE ACTION RELATIVE TO CONTAHINATION AND DESIGNED A CONTROLLED MANUFACTURING ARE A IN WAICH THE PROPELLANT UTILIZATION MATCHED SETS WILL BE PRODUCED.	TO CONTAHINATION AND DE BE PRODUCED.	SIGNED A CONT	ROLLED	HANUFACTURING A	¥
ELECTRICAL-A/B POWER DISTRIBUTION	AZH-E7-272/FC-4CO-06-22 Harness	COMPOST TE-FACTORY	22D 590716		YES 60/C	***
FAILURE MODE-ELECTRICAL OPEN. ON HARNESS FOR PROGRAMMER, INT	open circuit (Pin B of Pec Egrator, Servo Amplifier),	II ON HARNESS FOR VI YAW. VI YAW SHOWEN	M). ALSO OPEN CI	. c18cu	ALSO OPEN CIRCUIT (PIN D OF PEDS DURING TEST.	
SYSTEM EFFECT-OPERATION DOES NOT	OCES MOT START. HARNESS HAD OPEN SIGNAL LEADS.	GNAL LEADS.				······································
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED. POST COMPOSITE RETEST VERIFIED PROPER OPERATION.	IFIED PROPER OPERAT	8			
CORRECTIVE ACTION-REPAIRED PLUGS OF	BOTH HARNESSES AND	RETESTED.				·
ELECTRICAL-A/B POWER DISTRIBUTION	88-14-018 ELECTRICAL CONNECTOR	FAR CA3108E-14F-78	9D 8YC 590711	SYCAMORE	YES 60/C NO	895678
FAILURE MODE-ELECTRICAL O	FAILURE MODE-ELECTRICAL OPEM CIRCUIT WAS FOUND IN THE SUSTAINER YAM FEEDBACK CIRCUIT AT THE CONNECTOR.	INER YAM FEEDBACK C	IRCUIT AT THE	CONNE	7g.	
CORRECTIVE ACTION-A NEW C	CORRECTIVE ACTION-A NEW CONNECTOR POTTING PROCEDURE WAS CREATED.	ATED.				
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STSTEM SUG-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	917E 71ME D1F	PRI VENDOR TAME OTH VENDOR PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	BB-14-019 ELECTRICAL PLUG	FAR FT06E-8-38/101	390680	\$TCAHORE	STCAMORE YES BENDIX NO	
FAILURE MOE-ELECTRICAL OF TRUT INFORMATION. CORRECTIVE ACTION-IMEDIA	FAILUME MODE-ELECTRICAL OPEN CIRCUIT OF PIN (B) CAUBED LOBS OF BOOSTER EMEINE FEEDBACK TRANSDUCER EXCITATION AND OU Put information. Corective action-immediate modification of all (b) series missile item plus leads with a more plexible lead and mo	OF BOOSTER ENGINE	FEEDBACK 1	RANBOUCER	CAUNED LOGS OF BOOSTER ENGINE FEEDBACK TRANSDUCER EXCITATION AND OU (D) SERIES HISSILE LEAD AND NOT	
RE POS. 11YE LEAD WIRE RESTELECTRICAL-A/B		PAR 673108E-108L-38	\$190 6 6	FACTORY	VE \$ 60/C	0
FAILURE HODE-STRUCTURAL, ON AND UNDUE STRAIN, CORRECTIVE ACTION-NEW CO	FAILURE HODE-STRUCTURAL. WIRE POTTING PAILURE TO ADMERE TO PLUG BHELL WHICH PERHITTED BO DEGREE WIRE CABLING ROTATI M AND UNDUE STRAIM. CORRECTIVE ACTION-NEW COMECTOR POTTING PROCEDURE MAS CREATED.	AUG BACAL WATCH PA	AMITTED 90	ם בפעוב	TRE CABLING ROTATI	
ELECTRICAL-4/B POWER DISTRIBUTION	0A37/A1-40g-00-04 Inverter	Ĕ	40 30098	h-1	22	11.00
FAILUME MODE-FAIL DRIFT. RRED TO INTERNAL POMER.	FAILUME MODE-FAIL DRIFT. FREQUENCY BENSOR HAD DRIFTED OUT OF SPECIFICATION AND PREVENTED MISSILE FROM BEING TRANSFE IRED TO INTERNAL POMER.	P SPECIFICATION AND	PREVENTE	MISSILE	PROM BEING TRANSFE	
SYSTEM EFFECT-OFERATION	SYSTEM EFFELT-OPERATION DOES NOT START. MISSILE REMAINED ON GROUND POMER. VEHICLE EFFECT-COMMIT SEALENCE AND TEST MERE ABORTED.	GROUND POMER.			· · · · · · · · · · · · · · · ·	-
CORRECTIVE ACTION-THE BE	CORRECTIVE ACTION-THE SENSOR CHASSIS NERE REMOVED AND REPLACED.	cED.				
ELECTRICAL-A/B	B6-06-029 Harngs	FAR 6P3106E-28-155	20 300320	BYCANOR C	SYCANORG YES CONVAIR NO	7
FAILURE MODE-OPEN (ELECT.). THISTED CASLE, MO INSULATION	.). THEE OPEN CIRCUITS INDICATED DURING TESTS. CAUSE OF FAILURE WAS INSUFFICIENT POTTING, ION SLEEVES OVER BOLDERED CONNECTIONS, THREE BROKEN WIRES, AND CORROSION.	URING TESTS, CAUSE US, THREE BROKEN WI	OF FAILURG	WAS INSU	PPICIENT POTTING.	
CORRECTIVE ACTION-NEW POI	W POTTING PROCEDURE INITIATED APPROXIMATELY 5-15-55.	TELY 5-15-50.				
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Appendix the superior states of the second states and the second states are second	DIFFICULTIES REVIEW-ELECTRICAL SYSTEM-AIRBORNE	ECTRICAL SYSTEM-AIRSO	Ž.				
EGLEYS - BUS	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	117E	# 0 H T	VENDON HANE	£
ELECTRICAL-A/B POWER DISTRIBUTION	BB-14-011 CHANGEOVER BWZTCH	FAR 7-08108-801	390425	FACTORY	20.0	KINETICS	
FAILURE MODE-FAIL TO	O OPERATE AT PRESCRIBED TIME. SWITCH FAILED TO TRANSFER FROM INTERNAL TO EXTERNAL.	ALLED TO TRANSFER PRO	H INTERNAL	. TO EXTE	RMAL.		
CORRECTIVE ACTION-MOME.	of.						
ELECTRICAL-A/B POMER DISTRIBUTION	98-04-010 HARNESS	FAR 7-67741-803	11B 590416	ETR T-110	YES US/C	a/c	****
FAILURE MODE-FAIL DU MARNESS BROKE WHERE I	FAILURE MODE-FAIL DURING OPERATION THE BR ENGINE FAILED TO MALL AT T-11D MARKESS BROKE MHERE IT IS ROUTED ACROSS A MORIZONTAL STRUT IN THE MISSILE	O MALL AT T-110 SECON IN THE MISSILE THRUS	SECONDS DURING THRUST SECTION.	THE COUN	700 F	SECONDS DURING THE COUNTDOWN. A WIRE IN THRUST SECTION.	
CORRECTIVE ACTION-AL	CORRECTIVE ACTION-ALL MISSILE ELECTRICAL MARMESSES IN THE PACTORY AND AT ETR MERE SURVEYED TO	PACTORY AND AT ETR M	IRE SURVEY		ERNIN	HETERNINE DAMAGE, NO'	
ELECTRICAL-A/B	A2L-27-050/P3-402-00-03 Marks 3	Plet	30	13	YES		8177
FAILURE MODE-FAIL TO OPERATE AT :) OPERATE AT PRESCRIBED TIME. OPEN COMDITION OF LIGUID ONYGEN FILL AND DRAIN VALVE	NITION OF LIBUID OXYGE	H FILL AN	DRAIN V	AL VE	POSSIBLY CAUS	
SYSTEM EFFECT-DEPLET	SYSTEM EFFECT-DEPLETION OF LIGUID SUPPLY. LEAKAGE THROUGH THIS VALVE STARTING AT THE TIME PREDIATE 36 PERCENT REDUTTION IN BE ENGINE PERFORMANCE.	THIS VALVE STARTING A	T THE TIM	8	OWNER	DISCOUNECT CAUSED AM I	**
VEHICLE EFFECT-PREMA NO VEHICLE DESTRUCT II	VEHICLE EFFECT-PREMATURE BOOSTER ENGINE SHUTDOWN. ENGINE COMPARTNENT EXPLOSION AND BOOSTER SHUTDOWN AT RE SECONDS NO VEHICLE DESTRUCT IN RESPONSE TO RANGE SAFETY COMMAND AT 38 SECONDS.	CHPARTHENT EXPLOSION 36 SECONDS.	AND BOOSTI	ER SHUTDO	Ĭ	28 SECO403	◀
CORRECTIVE ACTION-PRO T THE AIRBORNE VALVE.	OCEDURAL CHANGES OPEN AND CLOSED	AND INSTRUMENTATION ADDITIONS WERE IMPLEMENTED TO BET POSITION OF VALVE ALSO TO BE RECORDED ON EA RECORDER.	NTED TO BY A RECORDE	ETTEN DET	CAK! N	E LEAKAGE PAS	
ELECTRICAL-A/B POWER DISTRIBUTION	98-20-004 MANOREL	FAR 7-43016-87	7c 5e03£1	ETA	25	3/0 4	****
FAILURE MODE-SHORT (EL BRILE 7C.	FAILURE MODE-SMORT(ELECT)-LOX MAMOMETER HAD AN ELECTRICAL BMORT; AT 35 PSI IMPUT, DURING A SMORT CIRCUIT TEST ON MI SILE 70.	SHORT: AT 35 PSI IMPU	T, DURING	A 8HORT	CIACU	17 TEST ON 1	=
CORRECTIVE ACTION-A N	NEW MANDREL DIELECTRIC COATING HAB BEEN DEVELOPED AND IS NOW BEING USED AS THE COATING MATERIAL	M DEVELOPED AND 18 NO	· DEIME U	IED A8 TH	8	THE MATERIA	
designation of the control of the co	ender der der der der der der der der der						
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GENERAL DYNAHICS CONVAIR DIVISION

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8731EM 84.8-873TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIV DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	PRE VENDOR NAME OTA VENDOR PART NO	Ä -	
E.ECTRICAL-A/B POMER DISTRIBUTION	14-404-81-95 PROPELLANT UTILIZATION CANNESTER C ONDENSER	CAPTI VE	500304	Z 5	7£8 80	<u>:</u>	• • • •
FAILURE MODE-OPEN (ELECTRICAL), THE ETELY AT 98-5 SECONDS, INSPECTION OF P SCHENATIC NO. 74311).	(ELECTRICAL), THE ERROR DEMOD 316MAL (ULD91Y) WAS INTERMITTANT FROM TEST START AND WAS LOST COMPL D3. INSPECTION OF THE PU COMPUTER COMPARATOR PACKAGE REVEALED A BROKEN CONDENSER TERMINAL (CEDT O 113.	11V) WAS INTERMITTA FOR PACKAGE REVEALE	NT FROM TEL	T START CONDENS	AND WAS LOST C IR TERMINKL (CE	04FL 07 0	
SYSTEN EFFECT-INPROPER ANALOGED COMPLETELY.	INALOG SIGNAL-THE ERROR DEMOD GUTPUT SIGNAL HAS INTERMITTENT UNTIL 98.5 SECONDS WHEN IT PAIL	SIGNAL WAS INTERMI	TTENT UNTIL	. 98.5	CONDS WHEN IT	711	
VEHICLE EFFECT-HOME, THE	WENICLE EFFECT-HOME. THE CONVAIR PU SYSTEM WAS OPERATING OPEN LOOP	N 1000.				·	
CORRECTIVE ACTION-THE CA	THE CAPACITOR WAS REPLACED.						
ELECTRICAL-A/B POWER DISTRIBUTION	B6-14-021 Electrical Commector	FAR CAIDGE-103L-38	90 590211	FACTORY	Y28 40/C NO	•	
FAILURE MODE-ERRATIC OPE	IC OPERATION FROM INTERMITTENT CONDITION IN THE (BE) PITCH BERVO VALVE CIRCUIT	IN THE (BE) PITCH &	ERVO VALVE	CIRCUIT			
CORRECTIVE ACTION-INPROV	IMPROVED AREA QUALITY CONTROL AND MANUFACTURING PROCEDURES	TURING PROCEDURES.					
ELECTRICAL-A/B POWER DISTRIBUTION	F144370/P1-202-00-11 HARKESS	COUNTDOMN	118 590£04	-5400	7£3 NO	•	110600
FAILURE MODE-OFEN ELECTR	CLECTRICAL. A WIRE LEADING TO THE BE TAW SERVO CONTROL VALVE WAS SROKEN.	KERVO CONTROL VALVE	MA S BROKE		•		
SYSTEM EFFECT-INFROPER DIMISSILE.	OPER DISCRETE SIGNALS. THE BE ENGINE COUL	BE ENGINE COULD NOT BE ZEROED AND NO YAM SIGNALS WERE RECEIVED AT THE	NO YAW BI	HALS VE	IE RECEIVED AT	Ĭ	
VEHICLE EFFECT-COUNTDOM	WEMICLE EFFECT-COUNTDOMN DELAYED. 15 MINUTES HOLD TIME.						
COMPECTIVE ACTION-SPLICE	THE WIRE.						
ELECTRICAL-A/B POWER DISTRIBUTION	96-20-004 MANDREL-LOX MANONETER ASST	PAR 7-43008-11	11B 590130	CTR	YES 60/C NO	•	•••••
FAILURE MODE-SHORT (ELEC' TER PRESSURE AND DISAPPEAN	IELECT.)-DURING A SYSTEM CHECK- OUT ON MISSILE 118 AN ELECTRICAL SHORT APPEARED AT SO PSI MANOME. SAPPEARED WHEN THE PRESSURE PELL BELOW ES PSI ON LOX MANOMETER.	BBILE 118 AN ELECT PBI ON LOX MANOMET	RICAL BHOR'	7 APPEAR	ID AT 50 PS1 MA	y	
CORRECTIVE ACTION-EMPHASI	COMECTIVE ACTION-ENTHABIB WILL BE INCREABED ON CAREFUL COATING OF MANDREL WITH BILICONE UNTIL A NEW DIELECTRIC BEC	ING OF MANDREL WIT	H SILICONE	UNITE A	NEW DIELECTRIC	¥	
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ELECTRICAL-A/B 98-En-003 POMER DISTRIBUTION HARNESS-P		-	**************************************	-	Marrie or december of the second seco	
	BERNESS-PROFELLANT UTILIZATION	FAR 7-42016	4C E. E.	# £ £	7E\$ 60/C	*****
FAILURE MODE-SHORT (ELECT)-PLUG FAILED DUE TO WATER GROUNDING THE UNPOTTED CONNECTORS INTERNALLY ON HARMESS. THE MEA SUREMENT IS BETWEEN THE P/U VALYE AND THE COMPUTER COMPARATOR. GRIXHID WAS CAUSED BY WATER DRIPPING ON THE PLUM FOLLO WING THE LOX DETANSING OPERATION.	ILED DUE TO WATER GROUNDII AND THE COMPUTER COMPARATE	NG THE UNPOTTED CONN OR. GROWND WAS CAUSE	ECTORS INTER	PRIFFING PRIFFING	HARNESS. THE ME.	4 0
CORRECTIVE ACTION-60/C REVIEWED ELECTRICAL MARNESS DRAWING TO ASSIRE THAT PROPER POTTING IS CALLED OUT ON DRAWING.	LECTRICAL HARNESS DRAWING	TO ASSIRE THAT PROP	ER POTTING	18 CALLEI	OUT ON DRAWING.	
ELECTRICAL-A/8 98-E0-002 POWER DISTRIBUTION MANDREL	*	7AR 7-4801:1-8	13B E. 590110	CTR .	YE& 60/C HO	17.88.
FAILURE MODE-SHORT (ELECT)-FAILED DURING FTP M-004. MANOMETER SHORTED OUT AT E.5 PSI., CORRECTIVE ACTION-THE MANDREL DIELECTRIC COATING NAS REPLACED WITH A NEW TYPE OF COATING.	IELECT)-FAILED DURING FTP M-004. MANDMETER SHORTED OUT AT E.5 PSI. ME MANDREL DIELECTRIC COATING WAS REPLACED WITH A NEW TYPE OF COAT	TER SMORTED OUT AT &: CED WITH A NEW TYPE	.s Pat. Of COATING.			
ELECTRICAL-A/B FTA4566/	FTA4566/F1-EBN-01-11 NAT CH-FLAER CHANGEOVER	COMPOSITIE-8 FACT	116 11 390109		YE8 NO	1
FAILURE MODE-FAIL DURING OPERATION. COMPONENTS FAILED IN THE MISSILE MOMER CHANGEOVER CANISTER.	M. COSPONENTS FAILED IN TI	HE HIBSILE POMER CHA	MGEOVER CAN	ISTER.		
SYSTEM EFFECT-OPERATION DOES NOT START. PHASE A VOLTAGE MAS NOT SUPPLIED TO THE TELEMETRY AND DOWAP SYSTEMS.	START. PHASE A VOLTAGE UM	S NOT BUPPLIED TO TH	E TELEMETRY	AND DON	AP 8787EMS.	<u></u>
CORRECTIVE ACTION-REPLACE POWER CHANGEOVER CANISTER.	HANGEOVER CANISTER.					
ELECTRICAL-A/B 81-307-89-02 POWER DISTRIBUTION MANDWETER	3-02 R	CAPTIVE	#C 98010#	8vc 815	7£8 HO	
FAILURE HODE-SHORT, LOK MANOMETER	LON MANCHETER HAD INTERMITTENT BHORT THAT MAS EXCITE) BY MISSILE VIBRATION.	HAT 1445 EXCITED BY H	SESTLE VIBE	ATION.		
STRICH EFFECT-ERRATIC OPERATION.						
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-REPLACE MANDMETER.	E.					

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3737EH 318-375H	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	\$17E 71ME 01F	OTH I	VENDOR NAME VENDOR PART NO	
ELECTRICAL-A/B POWER DISTRIBUTION	F1443177P4-202-00-13 Mancheter	COUNTDOMN	138	-100	ž g		***************************************
FAILURE MOE-ELECTRICAL TICH TO DETERMINE EFFECT. RE.	FAILURE MOCE-ELECTRICAL SHORT, COULD NOT OBTAIN A PU MULL INDICATION DURING LOX TOPPING, MENT TO STAGE 3 PRESSURIZA TION TO DETERNINE EFFECT. GOT FUEL RICH INDICATION, FUEL MANOMETER WAS LATER FOUND TO HAVE BEEN SHORTED UNDER PRESSU RE,	DICATION DURING LO METER WAS LATER FO	X TOPPING	. VENT TO	81AG HORTE	LOX TOPPING, MENT TO STACE 3 PRESSURIZA FOUND TO HAVE SEEN SMORTED UNDER PRESSU	
SYSTEM EFFECT-IMPROPER A	SYSTEM EFFECT-IMPROPER AMAIOG SIGNALS. COULD NOT OBTAIN A PU MULL INDICATION DURINS LOW TOPPING.	WALL INDICATION D	GRINS LOK	10PF1N6.		,	
VEHICLE EFFECT-COUNTDONN	VEHICLE EFFECT-COUNTDOAM ABORTED. 11 MINUTER HOLD.						
CORRECTIVE ACTION-REPLACED PU SYSTEM.	CED PU SYSTEM.						
ELECTRICAL-A/B POMER DISTRIBUTION	96-04-006 Feedack Transducer actuator	FAR	138 541212	E E	3 5	60/C	722000
FAILURE MODE-ELECTRICAL . FEEDBACK TRANSDUCER TRA E PITCH FEEDBACK TRANSDUC	FAILURE MOE-ELECTRICAL BHORT, DURING SYSTEM TESTING, OPERATION STOPPED, UNIT REPLACED, NEW UNIT FAILED SIMILIARILY • FEEDBACK TRANSDUCER TRANSFORMER OPEN CIRCUITED (BOTH UNITS). CAUSE OF FAILURE TRACED TO MARNESS BHORT IN LEAD TO V E PITCH FEEDBACK TRANSDUCER, BHORTED TO MISSILE THROUGH TAPE.	TION STOPPED, UNIT . CAUSE OF FAILURE	REPLACED.	NEW UNIT) HARNEBS	7 A 11	ED SIMILIARILY T IM LEAD TO V	
CORRECTIVE ACTION-SPLITE	SALITES ELIMINATED. PLUSS AND COMMECTORS ADDED TO PEEDBACK TRANSDUCER.	DOED TO PEEDBACK T	RAMSOUCER				
ELECTRICAL-A/B POMER DISTRIBUTION	96-04-006 HARKESS	FAR	138 581£1£	C.3	1 2	60/c	
FAILURE MODE-ELECTRICAL TRANSFORMER IN A/P STSTE CORRECTIVE ACTION-SPLICE	FAILURE MODE-ELECTRICAL SMORT, WIRES TO VZ PITCH PEEDBACK TRANSDUCER IN THE ACTUATOR MARNESS WERE SMORTED CAUSING A TRANSFORMER IN AZP STREM TO OPEN. SMORT WAS THROUGH HEAT RESISTANT TAPE. CORRECTIVE ACTION-SPLICES ELIMINATED, PLUGS AND COMMECTORS ADDED TO PEEDBACK TRANSDUCER.	TRANSDUCER IN THE AC RESISTANT TAPE.	TUATOR HAI	NESS 4EA	¥	RTED CAUBING A	
ELECTRICAL-A/B POMER DISTRIBUTION	FTA4413/F1-EDE-00-10 COMECTOR-NETRO ROCKET NO. 1	711	108 561210	11/ETA -10800	2 2		
FAILURE HODE-SHORT (ELEC THE TO GROUND WHEN POMER THE AFCO SIGNAL.	(ELECT). A SHORT IN THE PLU4 AT RETRO-ROCKET NO. 1 CAUSED FAILURE OF RELAY KS AND CONSEQUENT AAC Pomer has applied. Ks has external to the RSC canibler but provided for retro-rocket firing from	CKET MO. 1 CAUSED P RSC CANIBIES BUT P	AILURE OF	RELAY KS	AND	CONSEQUENT ARC T FIRING FROM	
SYSTEM EFFECT-OPERATION MER MAS TURNED OFF. INVES ROCKETS. NO VOLTAGE MAS A	ATION DOES NOT START. AFCO SIGNAL, SHOKE HAS OBSERVED AT POD 1. SHOKE DISAPPEARED WHEN HISSILE PO Investigation shoked wixing burned off from Lead in to k3 relat which supplies 28 v to the retro was available to fire retropocrets.	MAS OBSERVED AT POD TOR LEAD IN TO KS A	I. BHOKE	DISAPPEA 4 BUPPLIE	9	MEN MISSILE PO V TO THE RETRO	
WENTCLE EFFECT-COUNTDOWN DELATED. BE MIN. HOLD.	N DELAYED. SE MIN. HOLD.						
					İ	PAGE 0189	

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PRI VENDOR NAME OTH VENDOR PART NO			PU SYSTEM DURI	NOVEMBER 1958.		TAGING DISCOUNT					TRANSDUCER NA	DSITIVE YAW DIR WED 36 BECCNO?		PERFORMED.	1000
P OTH	ACK.	. A	¥	* 8	168	CAL B				¥ O	EDBACK	N A R		TORILY	
VEHICLE BITE DATE DATE UNE DIF	PTAILED	C .	31 MG 8 PRO	LY RERUN	14. COWARDS	N ELECTRI				14/ETR 0	R VAW PE	ND OVER 1		BATIBFACT	
VEHICLE DATE UI	WIRES PI	128 30117	EOUS REAL	UCCE83FUL!	78 70.	ROPULSTO				13A 5e0131	TO THE	ORIVEN HAI OB INSTE		TCM TC87	
DIF DATA SOURCE PART NUMBER	STEN. HARMEDS	COMPOSITE-B FACT	BE SHORTED. ULTED IN EARCH	-03-12) 148 2	D WITH MATCHEI IVE	RCGS PINS OF					TATION VOLTAGE	ONLY 28 SECO		AUTOFILOT SYS	
5	¥ 925	9	JUNE TO	P4-28N	CAPTIVE	MDE AC		÷		Ē	Æ EXCI	# 18 84 18		NA ON	
JUMBER 47 NANE	C BAPETY COM		CHETER WAS FO	67 (TEST NO.	60. 13) MAS	CONTACT MAS P	,	SSERVER CUTOF			IS OF HEGATIV	HO. E ENGINE , TEST DURATI		CR THE TEST A	-
TEST/REPORT JUMBER FAILED COMPONENT NAME	PERFORMED WITHOUT RANGE BAPETY COMMAND BYSTEN. HARNESS WIRES PISTAILED BACK.	2C-T-E10/P4-EBN-0E-1E FUEL MANONETER	CLECTRICAL). THE FUEL MANOMETER WAS FOUND TO BE SHORTED. IR AMALOG SIGNALS. THE BECRITED MANOMETER RESULTED IN ERROHEOUS READINGS FROM THE PU SYSTEM DURI	THE FLIGHT ACCEPTANCE TEST (TEST NO. P4-28N-03-12) WAS SUCCESSFULLY RERUN ON 18 NOVEMBER 1858.	SYSTEM MATCHED SET (NO. 13) WAS REPLACED WITH MATCHED SET NO. ZB-7-079/11-203-B2-07 CAPTIVE 78	OPERATION. INTERMITTENT CONTACT WAS MADE ACROSS PINS OF PROPULSION ELECTRICAL STAGING DISCOMME	SCRETE SIGNALS.	THE PROPULSION CUTOFF, OBSERVER CUTOFF.	7.U6.	F1A2542/P4-101-00-13 COMMECTOR-ELECTRICAL	EN. INTERMITTENT LOS MATED BKIRT DIBCOMM	RATION, THE BOOSTER I		PROPERLY MATED AFTE	
SYSTEM SUD-SYSTEM	COMPECTIVE ACTION-TEST PER	ELECTRICAL-A/B POWER DISTRIBUTION	FAILURE HODE-SHORT (ELECT) SYSTEM EFFECT-IMPROPER AND MS FUEL TAMKING.	, K	7-TE 70	FAILURE PODE-ERRATIC OPERA	SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	VEHICLE EFFECY-PREMATURE	CORRECTIVE ACTION-REPAIR PLUG.	ELECTRICAL-A/B	FAILURE MODE-ELECTRICAL OPEM. INTERMITTENT LOGS OF NEGATIVE EXCITATION VOLTAGE TO THE BE YAW PEEDBACK TRANSDUCER WA 8 BEING CAUSED BY A POORLY MATED SKIRT DISCONNECT PLUG (P1010).	SYSTEM EFFECT-ERRATIC OPERATION. THE BOOSTER NO. E EMSINE WAS INTERNITENTLY DRIVEN HARD OVER: IN A POSITIVE YAM DIR ECTION TO THE MECHANICAL STOP. BECAUSE OF THIS. TEST DURATION WAS ONLY 28 BECONDS INSTEAD OF THE PLANNED 36 SECONDS.	VEHICLE EFFECT-MOME.	CORRECTIVE ACTION-PLUS MAS PROPERLY MATED AFTER THE TEST AND AN AUTOPILOT SYSTEM TEST SATISFACTORILY PERFORMED.	

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\$Y\$TEM \$40-\$Y\$TEM	TEST/REPORT NUMBER FAILED CGIPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	817E 11ME DIF	PRI VENDOR KAME OTH VENDOR PART NO	
ELECTRICAL-A/B POMER DISTRIBUTION	F742230/PZ-1100-01-10 VIRING	COMPOST TE-FRD/DPL	10A 1 571118	12/ETR	22	
FAILURE MODE-FAIL TO OPE	TO OPERATE AT PRESCRIBED TIME, IMPROPER BATTERY HOOKUP FOR	ATTERY HOOKUP FOR R	SC 8ET NO 5	. REBULTI	REC SET NO 1. RESULTED IN NO OPERATION	
SYSTEM EFFECT-OPERATION DOES NOT	DOES NOT START. SYSTEM FAILED TO OPERATE ON INTERNAL POMER.	ERATE ON INTERNAL P	OHER.			
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-CORREC	CORRECTIVE ACTION-CORRECTED BATTERY HOCKUP AFTER THE TEST AND BATISFACTORILY CHECKED SYSTEM ON INTERNAL AND EXTERNA FONCR.	ND BATIBFACTORILY C	HECKED BYST	EN ON IN	ERNAL AND EXTERNA	
ELECTRICAL-A/B POWER DISTRIBUTION	ATP1-1, A3 PLUG PIDE1	CAPTIVE	9A 970810		7£8 HO	07703
FAILURE MODE-CONTAMINATI	ININATION-THE GENERAL ELECTRIC GUIDANCE BYSTEN INS NOT RECEIVING POMER DUE TO A CORRODED ELECTRICA	STEM MAS NOT RECEIV	ING PORER D	UK 10 A 0	CORRODED ELECTRICA	
SYSTEM EFFECT-NOW-SYSTE	-BESTEN MAS NOT IN OPERATION.					
WEHICLE EFFECT-COUNTDONN	VEHICLE EFFECT-COUNTDOIN DELAYED-COUNTDOIN WAS DELAYED TO INVESTIGATE SOUNCE OF PROSLEM.	WESTIGATE SOURCE O	PROBLEM.			
CORRECTIVE ACTION-PLUS M	CORRECTIVE ACTION-PLUS WAS CLEANED AND REINSTALLED.					· ····•
ELECTRICAL -478 POMEN DISTRIBUTION	A-99-14-232-F Harine:38	FAR 27-25138-1	•	FACTORY	YES 60/C NO	****
FAILURE MUE-FAILED OFEN	FAILURE MODE-FAILED OPEN DUI; TO IMPROPER INSERTION OF CONNECTOR PINS DURING ASSEMBLY.	CTOR PINS DURING AS	LEMBLY.			
CORRECTIVE ACTION-VENDOR INSPECTION CYCLE.	OF COMMECTOR WAS ALERTED. AN ADDED CHECK BEFORE THE HOUSING IS TORBUED WAS INCLUDED IN THE	CHECK BEFORE THE H	OUSING 18 T	ONe UED 14	18 INCLUDED IN THE	
ELECTRICAL-A/B COMPUTER	A-8F-EG-105F DEMODULATOR-COMPUTER-P/U SYSTEM	FAR 27-43009-807	52E 1	MATACA	7E& 60/6 NO	:
FAILURE MODE-OPEN ELECTOR TOUT MAS IN ERROR, A SEROR RATIO SETTING, PLACTURE	ELEC SET REPORTEDLY PAILED MAEN A NO-60 MAS RECEIVED FOR CARD 2D OF MAPCHE. EDO VOLTASE OU A BROG WIPER IN AN ERROR BRIDGE-ADJUSTMENT FOTENTIONETER, RIDS, RESULTED IN AN ERROMEOUS BRIDGE. CTUME OCCUMED DURING FABRICATION OF THE WIPER LEAF OR DURING ASSEMBLY OF THE TRINFOT.	NO-60 MAS RECEIVED ENT POTENTIONETER, IPER LEAF OR DURING	FOR CARD ED RIDS, RESUL ASSEMBLY O	OF MAPC TED IN A	4E. EDO VOLTAGE OU 4 ERROMEOUS BRIDGE IMPOT.	
CORRECTIVE ACTION-NO COR	NO CORRECTIVE ACTION IS CONTEMPLATED BY VENDER.	ENDER.				
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TEST/REPORT NUMBER PAILED COMPONENT NAME					
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SUB-SYSTEM					
2 3					